

CA30NHW Q60  
89153  
URBAN/MUNICIPAL

# INFORMATION HAMILTON

URBAN MUNICIPAL  
APR 2  
GOVERNMENT DOCUMENTS

Local Planning Branch  
Planning and Development Department  
Regional Municipality of Hamilton-Wentworth



# **INFORMATION**

# **HAMILTON**

*Local Planning Branch  
Planning & Development Department  
Regional Municipality of Hamilton - Wentworth*

*November, 1989*



Digitized by the Internet Archive  
in 2024 with funding from  
Hamilton Public Library

[https://archive.org/details/informationhamil00unse\\_2](https://archive.org/details/informationhamil00unse_2)

### *Seal of The City of Hamilton*



On September 7, 1833, the Board of Police authorized Clerk Davis to pay for a Corporation Seal engraved in New York. With incorporation as a city, a new Seal designed by Edward Acraman was adopted by Council on January 20, 1847, and ordered engraved in New York. Mr. Acraman received 10 pounds for his design. On March 29, the old Seal was broken. A month later, the Clerk was authorized to affix the Seal to documents for private persons at a fee of five shillings, and to retain the fee.

In July, 1963, a new Seal, more acceptable from the standpoint of heraldry, was prepared and registered. Essentially, the new Seal retains Edward Acraman's design. Crest: above the Sun rising from behind the Clouds, a silver Riband with the words, I ADVANCE. A Stag proper and a Lion gardant. Arms: a Steamer fully rigged, a Beaver, and a Beehive with Bees. Motto, as typified respectively by the Arms: COMMERCE PRUDENCE and INDUSTRY.

The Coat of Arms, depicted above, with the inscribed words, CITY OF HAMILTON, CANADA, constitutes the present City Seal.

### *The City of Hamilton Flag*



Several designs for the City of Hamilton official flag were chosen through a design competition. The more interesting aspects of the chosen designs were combined by a graphic designer from the Planning and Development Department. A flag expert and an authority on heraldry were then consulted, and with their help, the final design for the City of Hamilton Flag was chosen. City Council adopted the Flag on October, 29, 1985.

The green stripe that steps down the middle of the flag represents the unique geographical character of Hamilton as viewed from the east end of the City, looking west. The blue triangle symbolizes Hamilton Harbour, another major physical feature of the City. The red maple leaf proudly represents our Canadian heritage. The shield is characteristic of the diversity of Hamilton, both in ethnic backgrounds of its people and the variety of commerce in the City.



## Table of Contents

### INFORMATION HAMILTON

<i>Table of Contents</i>	<i>Page No.</i>	
Purpose	1	
Key Facts	2	
<b>Section 1</b>	<b>Physical Characteristics and Historic Development</b>	6
1.1	Location	6
1.2	Geographic Characteristics	6
1.3	Historic Development	8
<b>Section 2</b>	<b>Municipal Planning</b>	15
2.1	Municipal Government	15
2.1.1	The Regional Municipality of Hamilton-Wentworth	15
2.1.2	The City of Hamilton	16
2.2	Planning Activities and Services	18
2.2.1	Official Plan	18
2.2.2	Neighbourhood Plans	19
2.2.3	Zoning By-Law	19
2.2.4	Site Plan Approval	20
2.2.5	The Division of Land	20
<b>Section 3</b>	<b>Land Use Characteristics</b>	22
3.1	Residential	22
3.2	Commercial	25
3.2.1	Downtown Core	25
3.2.2	Major Shopping Centers	26
3.2.3	Extended Commercial	27
3.2.4	Neighbourhood Commercial	27
3.3	Industrial	27
3.4	Institutional	27
3.5	Open Space	28
3.6	Utilities	28
3.7	Vacant Lands	28



## ***Table of Contents***

		<i>Page No.</i>
<b>Section 4</b>	<b>Demographic and Social Characteristics</b>	29
4.1	Demographic Characteristics	29
4.1.1	Past and Present Population Trends	29
4.1.2	Household Size	31
4.1.3	Population Composition	31
4.1.4	Existing Population	35
4.1.5	Spacial Distribution	35
4.2	Social Characteristics	35
4.2.1	Ethnic Origins	35
4.2.2	Mother Tongue	36
<b>Section 5</b>	<b>Economic Characteristics and Development Activity</b>	38
5.1	Economic Profile	38
5.1.1	Labour Force	38
5.1.2	Employers	40
5.1.3	Level of Schooling	41
5.2	Development Profile	42
5.2.1	Building Activity	42
5.3	Comparative Housing Prices	44
5.4	Dwellings by Ownership	44
<b>Section 6</b>	<b>Community Services</b>	47
6.1	Educational Facilities	48
6.1.1	Elementary and Secondary Schools	48
6.1.2	Mohawk College	50
6.1.3	McMaster University	50
6.2	Community Services	51
6.2.1	Library Services	51
6.2.2	Fire Protection	51
6.2.3	Police Protection	52
6.2.4	Health Care Services	52
6.3	Cultural Facilities	53
6.3.1	Museums	53
6.3.2	Art Gallery	53
6.3.3	Hamilton Place	55
6.3.4	Copps Coliseum	55
6.3.5	Convention Centre	55



## Table of Contents

		<i>Page No.</i>
6.4	Parks and Recreational Facilities	56
6.4.1	Park Facilities	56
6.4.2	Confederaton Park	56
6.4.3	Bruce Trail	57
6.4.4	Royal Botanical Gardens	57
<b>Section 7</b>	<b>Engineering and Transportation Services</b>	<b>58</b>
7.1	Engineering Services	59
7.1.1	Water Supply and Distribution	59
7.1.2	Sewer System	59
7.1.3	Sewage Disposal and Treatment	60
7.1.4	Solid Waste Disposal	60
7.2	Transporation Services	61
7.2.1	Roads	61
7.2.2	Hamilton Street Railway (Transit System)	62
7.2.3	Go Transit	62
7.2.4	Rail Transportation	63
7.2.5	Bikeways	63
7.2.6	Airport Service	63
7.2.7	Port and Marine Facilities	64
Appendix A	Land Use Concept	
Appendix B	List of Other Publications/References	



## LIST OF CHARTS

- 2.1 Standing Committees of City of Hamilton
- 3.1 1977 and 1987 Land Use Breakdown
- 4.1 City of Hamilton Population Trends
- 4.2 Population Growth Rates-Hamilton, Hamilton-Wentworth and Ontario 1961-1986
- 4.3 Average Household Size Hamilton and Ontario 1961-1986
- 4.4 Population Distribution 1978 and 1988
- 5.1 Unemployment Rate - Hamilton, Ontario and Canada
- 5.2 Building Permits
- 6.1 Elementary and Secondary School Enrollment
- 7.1 General Cargo
- 7.2 5 Year Total Tonnage 1983-1987
- 7.3 Overseas Tonnage 1983-1987
- 7.4 Vessel Arrivals 1983-1988

## LIST OF TABLES

- 3.1 Housing Unit Breakdown
- 3.2 Major Shopping Centres
- 4.1 Ethnic Origin
- 4.2 Mother Tongue
- 5.1 Employment by Sector by Percentage
- 5.2 Major Regional Employers
- 5.3 Level of Schooling By Labour Force
- 5.4 Townhouse - Comparative Housing Prices - Ontario Cities
- 5.5 Townhouse - Comparative Housing Prices - Canadian Cities
- 5.6 Executive Two-Storey House - Comparative Housing Prices - Ontario Cities



- 5.7 Executive Two-Storey House - Comparative Housing Prices - Canadian Cities
- 7.1 Annual Transit System Statistics
- 7.2 Air Passenger Traffic

## LIST OF MAPS

- 1.1 Location Map
- 1.2 City of Hamilton Growth Patterns
- 1.3 City of Hamilton Master Plan (1945 - 1975)
- 2.1 City of Hamilton Wards
- 3.1 Units Per Net Residential Hectare
- 4.1 1988 Neighbourhood Population
- 4.2 Persons Per Net Residential Hectare
- 6.1 Elementary and Secondary Schools
- 6.2 Cultural Facilities in the Central Area
- 7.1 Major Roads
- 7.2 Land Reclamation In Hamilton Harbour
- Appendix "A" Land Use Concept



## ***Purpose***

This publication is a compilation of various facts, inventories and statistics to provide the public with a convenient source of planning and associated information, and frequently requested data on the City of Hamilton. Accordingly, this information:

- provides an overview of the City's historical development and physical characteristics;
- defines the role and function of government in relation to the growth and development of the City;
- illustrates various demographic and social trends and characteristics;
- illustrates economic characteristics and development activity;
- outlines the various trends in land use characteristics and their interrelations;
- summarizes the various basic community services and facilities; and,
- describes the essential engineering services and transportation network of the City.



## ***Key Facts***

This summary of key facts on Hamilton is an overview of significant facts, events and statistical trends. For further details, reference should be made to the appropriate sections of INFORMATION HAMILTON.

### ***1. Physical Characteristics and Historic Development***

The City of Hamilton is located in south-central Ontario, at the western extremity of Lake Ontario. The two most dramatic natural features, which make the City unique, are the Niagara Escarpment and Hamilton Harbour.

Hamilton was first visited in 1669 by Robert De Lasalle when he paddled into Hamilton Harbour. Hamilton was incorporated into a Police Village in 1833 and its status was upgraded to City in 1846. Over the next 150 years, it grew to its present size of 38067.54 hectares by annexing areas of adjacent townships.

### ***2. Municipal Government***

Since 1974, Hamilton has operated as a lower tier municipality within the Regional Municipality of Hamilton-Wentworth. The City is divided into 8 wards, for elective purposes. Two aldermen are elected from each ward to sit on Council. The Mayor is elected at large.

There are various planning activities and services administered by the Region and the City. They include:

- Official Plan;
- Neighbourhood Plans;
- Zoning By-Laws;
- Site Plan Approval; and,
- Division of Land (Subdivisions and Consents).

### 3. Land Use Change

Land use distribution within the City has changed slightly over the last ten years as identified in the Table below.

#### LAND USE BREAKDOWN

	1977	1987
Residential	35%	39%
Vacant	25%	19%
Industrial	13%	13%
Open Space	12%	9%
Utilities	6%	5%
Institutional	5%	9%
Commercial	4%	6%

### 4. Demographic and Social Characteristics

Hamilton is divided into two distinct geographic areas - above and below the Escarpment with 40% of the population living above the Escarpment and the remaining 60% in the lower city. Like most mature urban centres, the higher densities are centered around the Central Area.

Over the past decade, Hamilton's population has remained relatively stable in numbers. However, more recently the assessed population has increased slightly to reach 311,347 (1988).

Hamilton can be considered as a culturally diverse community with approximately 43% of the population divided among several ethnic groups (ie. Italian, French, Ukrainian) and the remaining 57% are of British origin.

## **5. Economic Characteristics and Development Activity**

The employment structure has been increasingly dominated by the Service sector (business, government, trade, personal services etc) which employs 57% of the work force. Secondary industries (manufacturing, construction etc) employ approximately 35% of the labour force, yet the two biggest industries in the City, Stelco and Dofasco, are the two largest employers.

Relative to Canada's unemployment rate, Hamilton has been able to maintain a rate less than the national average over the last five years.

Residential and commercial building permits constitute the majority of the building activity, showing a peak of activity in 1980, a low in 1982 and a gradual increase between 1982 and 1988.

While housing prices have been increasing at a dramatic rate over the last five years, they are still affordable relative to other municipalities in the greater Toronto area.

## **6. Community Services**

Educational facilities, catering to all levels of education, are abundant throughout the City. They include 110 elementary and 20 secondary schools (includes the Hamilton Board of Education and Roman-Catholic School Boards); Mohawk College and McMaster University, both major post-secondary institutions.

Elementary school enrollment (both Boards) has decreased 5% and 19%, respectively since 1978; while secondary school enrollment in the public schools has increased by 20% and the enrollment in the Catholic Board has jumped by 53% due to extended funding.

The City is blessed with an array of community and cultural facilities such as six major hospitals, a Central library with nine branches; Art Gallery, Dundurn Castle; Copps Coliseum, Royal Botanical Gardens, Confederation Park, to name just a few.

## **7. Engineering and Transportation Services**

Hamilton is dependant on the equitable distribution of essential engineering services and the availability of an efficient transportation network. Engineering services are under the jurisdiction of the Region. The Region is undertaking new programs and projects to improve the services (water, sewer, solid waste disposal, roads etc) such as:

---

- embarking on a multi-million dollar project to separate combined sewers (storm and sanitary) in areas where flooding has occurred as a result of overburdened systems;
- Improving the environment through the use of solid waste disposal techniques such as household hazardous waste programs, recycling programs, transfer stations, and solid waste reduction unit (SWARU); and,
- planning two major arterial roads (North/South/East/West transportation facility and the Perimeter Road) to provide better connections between Hamilton and other cities as well as accommodated projected future volumes of traffic.

Hamiltonians are well served by both intra and inter city transportation systems. City buses transport people within Hamilton and to surrounding municipalities, while GO Transit operates bus and rail lines connecting the City to Toronto and points in between. Also, a number of private bus companies operate a bus service to other cities and towns in both Canada and the U.S.. Hamilton Airport serves the air borne traveler with carriers offering both domestic and international flights.

Cargo is transported predominantly by rail (C.N. and C.P. Railway companies) and water. Hamilton is a major industrial Port as well as a major shipping centre on the St. Lawrence Seaway.

# SECTION 1

*Physical Characteristics  
and Historic Development*



## ***Physical Characteristics and Historic Development***

Hamilton's location at the west end of Lake Ontario, together with major geographic features such as the escarpment have greatly influenced the nature and extent of development in the City. In addition, other factors, such as provincial and national economic growth trends have also played a major role in the growth and development of Hamilton.

### ***1.1 LOCATION***

Hamilton is located in south-central Ontario, at the western extremity of Lake Ontario. The City is in the Centre of the most urbanized area of Canada, known as the "Golden Horseshoe".

The City is in close proximity to many major centres (see Map 1.1). Both Toronto to the north-east and the U.S. border to the east, are just 69 km away.

### ***1.2 GEOGRAPHIC CHARACTERISTICS***

The natural geographical and geological features of Hamilton were formed during the last glaciation period and subsequent ice melt.

The most spectacular natural feature of Hamilton is the Niagara Escarpment, through which a great gap, known as the Dundas Valley, was carved by a pre-glacial river. With its cap rock of massive dolomite overlying soft, easily-eroded shales, the escarpment remains a steep cliff ranging from 60 to 90 meters in height.

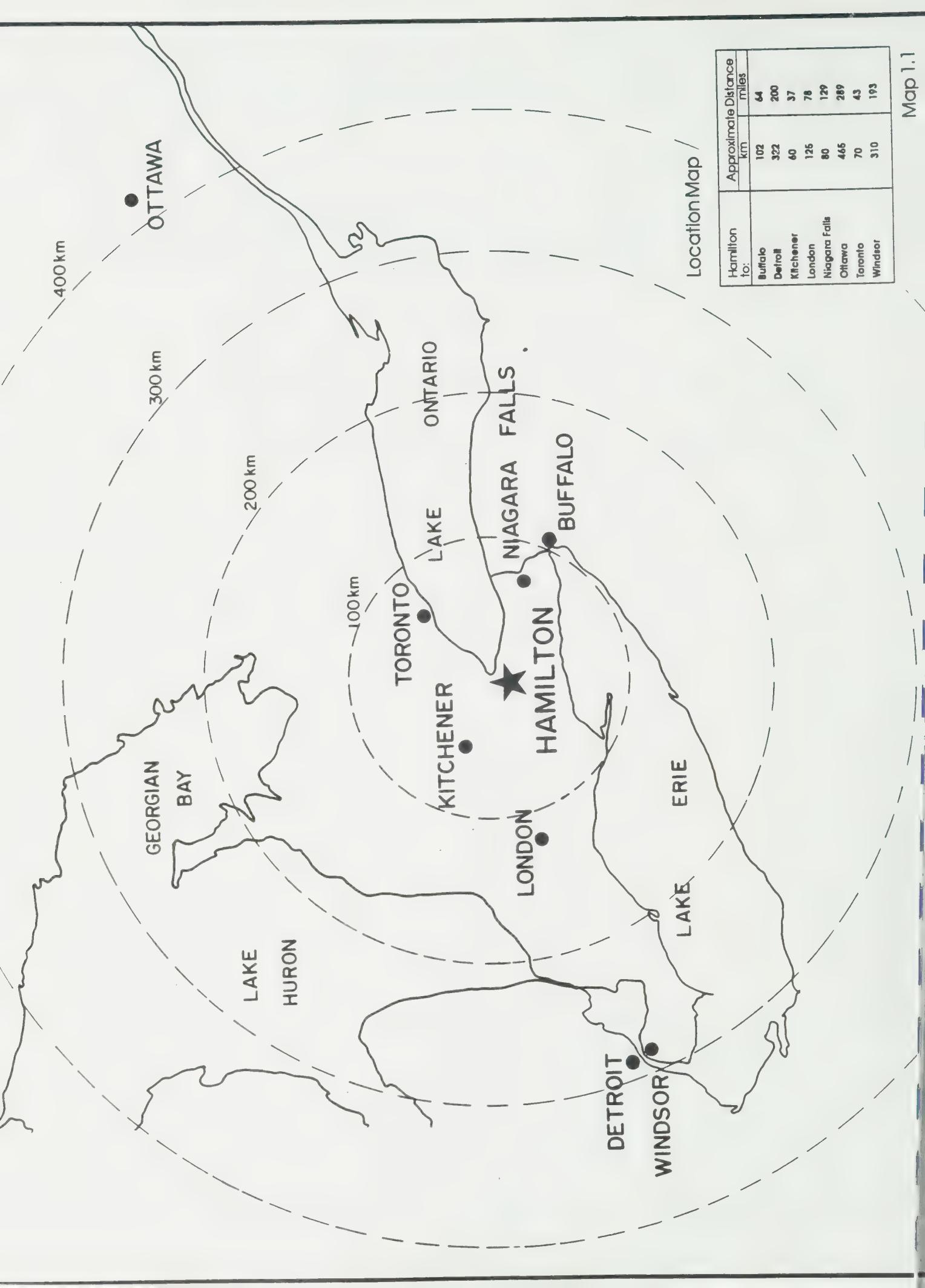
During the last period of glaciation, an ice lobe covered the Lake Ontario Basin. This ice lobe overrode the escarpment, scraping parts of the upland bare of overburden. Some deposition occurred a short distance back from the escarpment brow, resulting in the formation of a string of low moraines.

The melting of the ice in North America produced a series of great lakes, of which the most important to the Hamilton area was ancient Lake Iroquois. The surface of this lake at Hamilton was about 34 metres higher than the present Lake Ontario, and it endured for several centuries. During that period, many important shoreline features were produced by wave action. Material eroded from the escarpment face was deposited along the shore in a series of sand and gravel bars.

The final touches in the physical evolution of the site of Hamilton were provided by Lake Ontario. This lake came into being due to the uplift of the north-eastern part of the North American continent when the weight of the glaciers was finally removed. The outlet of the Ontario Basin was raised, and the water flooding back, filled the area known as Hamilton Harbour, also penetrating into the lower parts of many valleys which had been cut during the period of low water. Thus, the submergent shoreline of Coote's Paradise was produced. Another important feature which took shape during this time was the formation of a great sand bar, now known as the Hamilton Beach, linking the north and south shores of Lake Ontario.\*

---

\* Source: Paper prepared by H. A. Woods, Department of Geography, McMaster University.



## 1.3 HISTORIC DEVELOPMENT

### 1.3.1 Early Settlement

1669

During the summer of this year, Robert Cavelier De Salle and his party arrived by canoe at the extremity of Lake Ontario (Burlington Beach), or Deonasado, "where sand forms a bar" as the Indians referred to the sand strip. Beyond the bar lay Macassa Bay (Hamilton Harbour), meaning "beautiful water". The expedition then journeyed inland, leaving the "Head-of-the-Lake" undisturbed for another 110 years.

1775

The first two settlers, Robert Land and Richard Beasley, arrived at the Head-of-the-Lake. Local historians have been unsuccessful in determining which of the two was actually first. Land built a cabin at what is now the junction of Barton and Leeming Streets and Beasley established residence at the site of Dundurn Castle (Burlington Heights).

1812-14

During the war of 1812, British forces made their headquarters at Burlington Heights, (the present location of Dundurn Castle and Hamilton Cemetery). The battle of Stoney Creek, together with two naval skirmishes at Burlington Beach were spearheaded from the Heights.

### 1.3.2 The Founding of Hamilton

1813-16

George Hamilton bought a farm from Charles Durand, the boundaries of which extended from King Street to the Mountain and from James Street to Wellington Street. Hamilton laid out part of the farm into building lots and Streets, naming streets after members of his family: John, James, Catherine and Augusta.

Beasley's attempts to establish a settlement at Dundurn were thwarted by Hamilton, when he gave Gore Park, Princes' Square and Hay Market to the community.

1826

The Desjardins Canal through Coote's Paradise to Dundas was completed.

1832

The Burlington Canal was completed opening Hamilton to marine trade by linking the harbour to the lake.

1833

With a population of 1,400 Hamilton was incorporated as a Town from it's previous status as a police village. The chief governing body was the Board of Police, which was responsible for Education, Health, and Police and Fire protection. The Town was divided into four wards. Each ward annually elected one representative to sit on the Board of Police. The five elected representatives then appointed a fifth, constituting a five man Board.

---

1839

Originally called "Market Hall" the first Town Hall was constructed at a cost of \$1,200. Later, in 1847 the upper Hall was used as a council chamber, and in 1873, a five-storey clock tower was added.

1846

The Act of incorporation of Hamilton as a City was passed by the legislature of Upper Canada. Hamilton's population reached 6,832. In January of 1847, the first election under the new city character was held. The number of City wards increased to five, with each ward electing two councillors. The ten elected councillors appointed an eleventh (to break tie votes).

1850-51

Revisions to an act passed in 1849 extended the City limits on the east to Wentworth Street (see Map 1.2); provided an annual salary for the Mayor; and, increased the number of Council members by adding one Alderman for each ward.

1852

Hamilton's first park, the "Gore" of King Street (Gore Park) was established.

1854

The Great Western Railway (a forerunner of the C.N.R.) reached the City. This gave the City a competitive advantage over neighbouring Dundas. In addition, access to regional and national markets provided the City with a great impetus for development.

1859

The first waterworks system became operational.

A recession forced a number of factories to close, and others to move to Toronto. This setback hindered growth for the next two decades.

1873

Hamilton concentrated on attracting new industries not in direct competition with Toronto, or Dundas. By that year, the first iron foundries were established.

1888

A new City Hall was constructed on the same site as the old City Hall, at a cost of \$126,000.

1891

The City expanded east to Sherman Avenue and the first small area of the escarpment was annexed. The creation of an incline railway was a critical step in opening up the Mountain area for development.

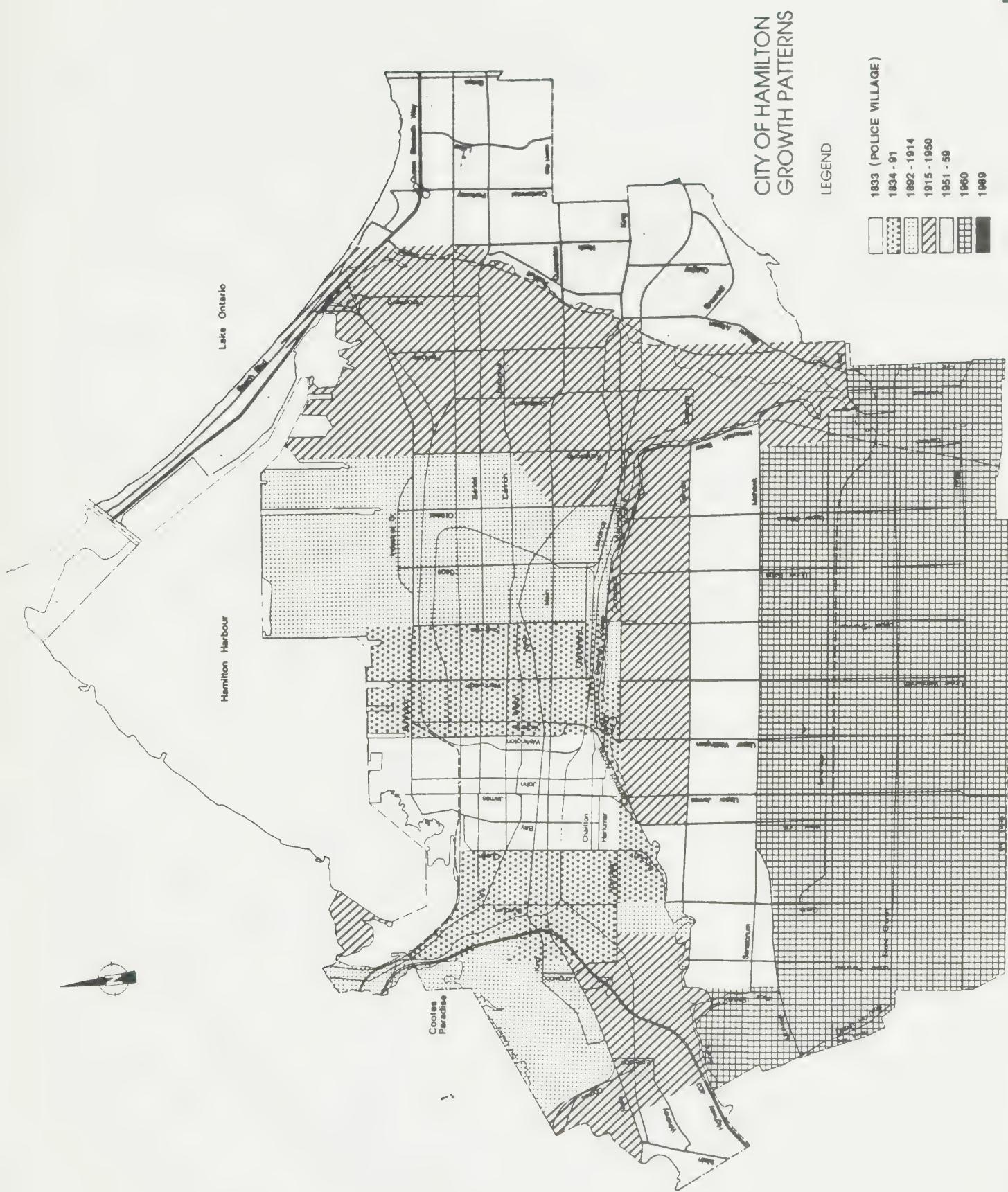
1895

The City's second railway line was established - the Toronto, Hamilton and Buffalo Railway (T.H.&B.). The first blast furnace in Ontario began production.

1896

The first hydro-electric generating plant in eastern Canada began production at Decew Falls, east of the City.

### 1.3.3 Growth During This Century



### 1.3.3 Growth During This Century

1900

The City's population reached 50,000. The combination of new transportation facilities, the harbour, abundant water supply, availability of electricity and bay front land resulted in the beginning of Hamilton's industrial age.

1909

The Board of Control was created.

1910

City Council was composed of the Mayor, four members of the Board of Control, elected at large, and sixteen Aldermen, two elected from each of the eight wards.

1914

Hamilton expands westward past Chedoke Creek into Westdale; eastward expansion reaches Kenilworth Avenue.

1917

The "Reconnaissance Report", Hamilton's first planning study was prepared by Noulan Cauchon in response to deteriorating housing and social conditions in some areas of the City. The Report made various proposals of grand urban design and architectural schemes for the City, as well as recommending the preservation of Hamilton's natural features.

1919-46

Hamilton grew rapidly during the 20s, expanding to Parkdale Avenue, and reaching a population of 136,000. This was followed by a period of slow economic growth during the great depression, and subsequent recovery due to the industrial requirements of World War II.

### 1.3.4 Recent Growth and Development

1947

The Hamilton Planning Board was created.

In the same year, "A Master Plan For The Development of the City of Hamilton", prepared by "E.G. Faludi," was presented to Council (See Map 1.3). The Plan proposed a 30 year Development Programme for Hamilton. In utilizing the 1941 Census material, the first comprehensive attempt was made to document housing conditions. Among other things, the Report recommended:

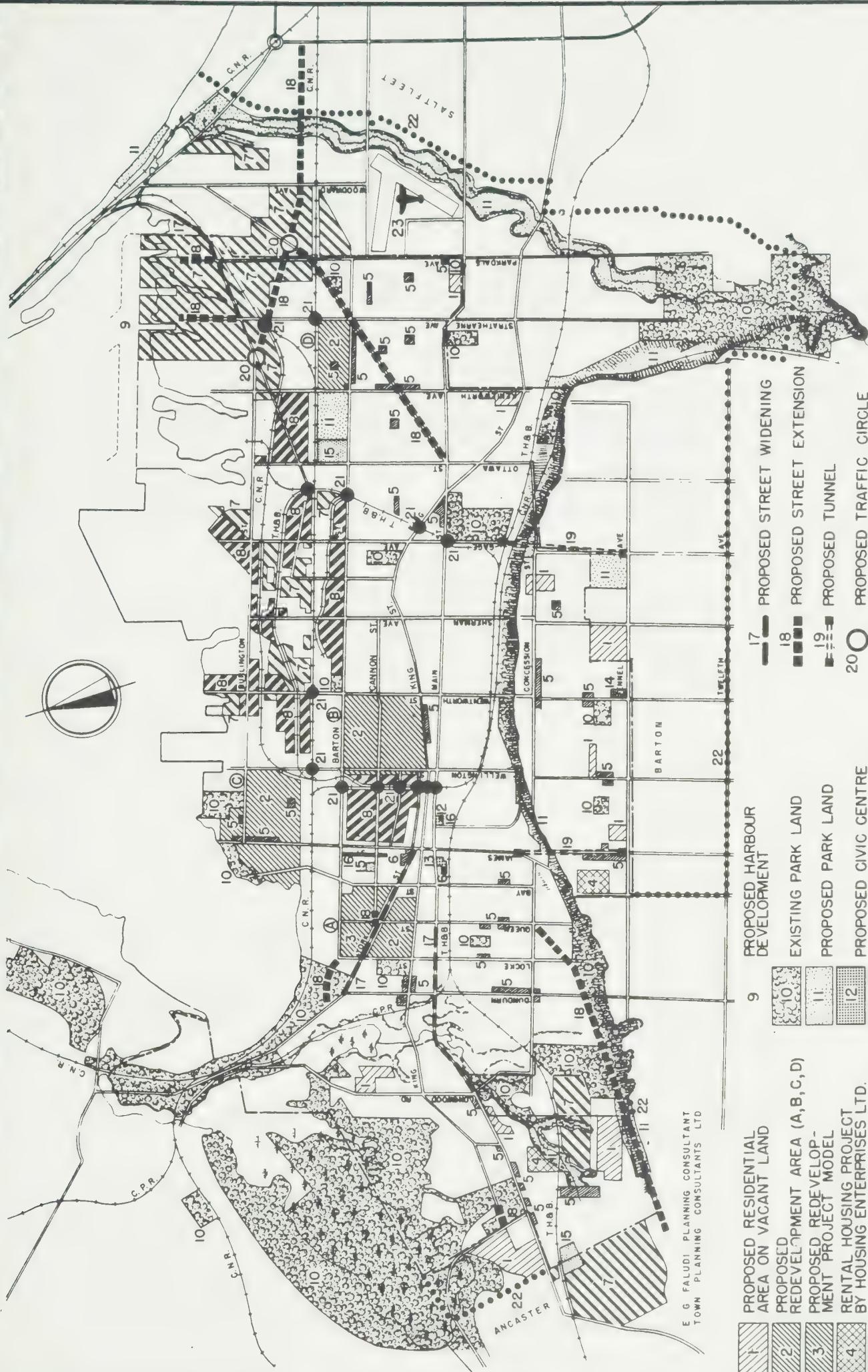
- new civic and cultural centre;
- redevelopment in the central area, York Street, and the North End;
- establishment of a regional planning centre;
- establish a "green belt" system;
- the widening of Burlington Street; and
- the conversion from street cars to trolley buses.

**CITY OF HAMILTON  
MASTER PLAN 1945-1975**

SCALE OF MILES

0

MAP 1.3



E G FALUDI PLANNING CONSULTANT  
TOWN PLANNING CONSULTANTS LTD

1948

The Hamilton Planning Department was established.

1951

Hamilton's first Official Plan was approved by the Minister of Planning and Development, based on the "Faludi" Master Plan.

1959

An Urban Renewal Study for the City was completed, which recommended the renewal of nine areas within the City.

1960

The remaining portions of Barton Township were annexed.

The present City Hall was opened. The building, containing a gross floor area of 20,130m<sup>2</sup>, cost \$9.3 million (including land) to construct.

1961

High-density residential zoning was applied to much of the downtown area, making it feasible to redevelop land for high rise apartment buildings.

1963

Hamilton Area Transportation Study was carried out, which resulted in the implementation of such projects as the Clairmont Access and the reconstruction of Burlington Street.

An Urban Renewal Program was initiated, under the now defunct "Urban Renewal Department", which included:

- North End;
- Civic (Jackson) Square;
- York Street; and
- Van Wagner's / Crescent Beach (Confederation Park).

1967

Neighbourhood Planning Units were established for the purpose of preparing secondary plans.

1973

On December 18, City Council approved a restructuring of the standing committees of Council. This resulted in the dissolution of the Hamilton Planning Board and the creation of the Planning and Development Committee.

1974

On January 1st, as a result of legislation passed by the Provincial Government, (Bill No. 155), the City became part of the Regional Municipality of Hamilton-Wentworth.

1980

The new Hamilton Official Plan was adopted by Council to replace the 1951 Official Plan and some 300+ Amendments.

---

The Ontario Municipal Board approved the dissolution of the Board of Control.

1982

On June 1st, the new Official Plan for the City of Hamilton was approved by the Minister of Municipal Affairs and Housing.

1987

The Provincial Cabinet endorsed the decision of the Joint Hearing Board to approve the Region's proposal to construct the East-West/North-South transportation facility, which will be a major transportation corridor, running east-west across the mountain, and north-south along the Red Hill Creek, connecting Hwy. 403 with the Q.E.W.

1989

The City of Hamilton annexed a small parcel of land (approximately 5.0 hectares), located west of Highway No. 20, south of King Street and north of the Escarpment, from the City of Stoney Creek.



# SECTION 2

---

*Municipal Planning*



# *Municipal Planning*

The City of Hamilton operates as a lower tier municipality within the Region of Hamilton-Wentworth. The structure and organization of the two tier system has a direct relationship on the growth and development of the City.

## **2.1 MUNICIPAL GOVERNMENT**

### ***2.1.1 The Regional Municipality of Hamilton-Wentworth***

In June 1973, the Ontario Legislature adopted Bill 155, "An Act to Establish the Regional Municipality of Hamilton-Wentworth". The Act came into effect on January 1, 1974, creating a two tier form of municipal government, including six local municipalities: the City of Hamilton, the City of Stoney Creek, the Town of Ancaster, the Town of Dundas, the Township of Flamborough, and the Township of Glanbrook.

The Region is the upper tier municipal body and exercises the exclusive powers of a Regional corporation in areas of health, welfare, police and social services. Regional responsibilities include:

- public transportation systems (Hamilton Street Railway and Canada Coach Lines);
- health and welfare services;
- Regional Planning (Regional Official Plan, land division, approval of local official plan and amendments etc.);
- police service;
- Regional engineering functions (water supply and distribution, sanitary sewage works, solid waste disposal, Regional roads, etc.)
- economic development;
- Regional libraries (excluding Hamilton); etc.

Regional Council is comprised of 27 Councillors and a Regional Chairman, who was first elected at-large in the 1988 municipal elections. From the area municipalities of Ancaster, Dundas, Flamborough, Glanbrook and Stoney Creek the Mayor and one Councillor (elected at-large within the municipality) sit on Regional Council. Hamilton is represented by its 16 Aldermen and Mayor.

Regional government provides a broad base for guiding growth and development. Comprehensive strategies can be developed to direct urban growth, while preserving components of the physical environment, such as prime agricultural land, environmentally sensitive areas and conservation areas. Also, the Regional form of government can more equitably distribute the costs and benefits of many forms of hard and soft services.

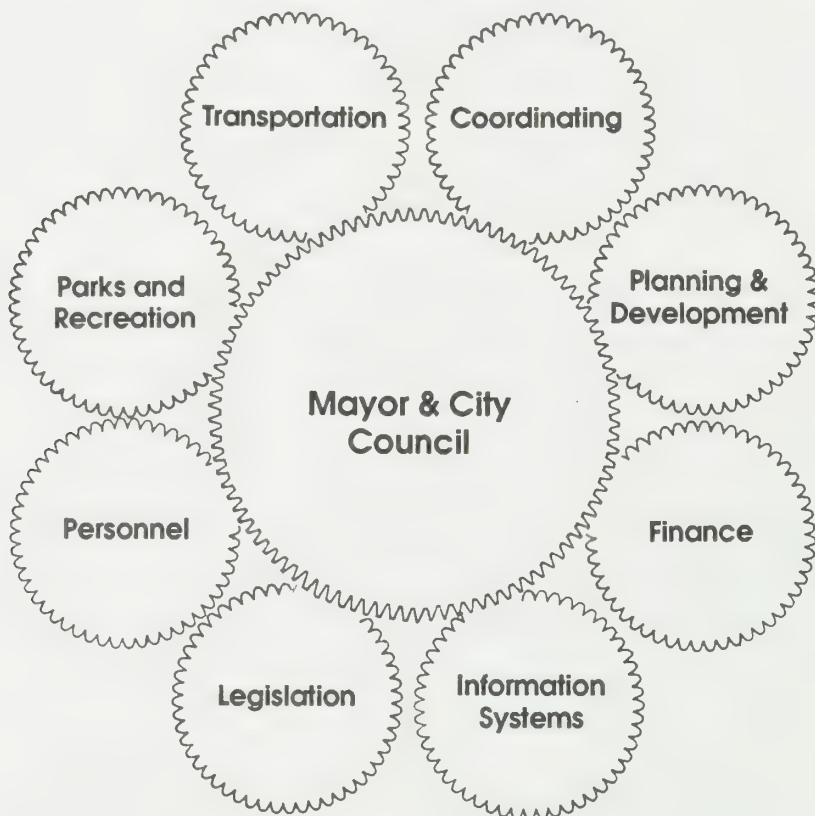
### 2.1.2 The City of Hamilton

Hamilton was incorporated as a City in 1846. Since that time, municipal government has undergone many structural changes. At present, as discussed above, the City operates as a lower-tier municipality within the Regional Municipality of Hamilton-Wentworth. Hamilton is divided into 8 wards for electoral purposes (see Map 2.1). From each ward, 2 Aldermen are elected to sit on Council. The Mayor is elected at-large. The local municipalities are responsible for local interests and services not provided by the Region, such as:

- local planning (local Official Plan, Secondary and Neighbourhood Plans, zoning, site plans, etc.);
- local engineering services (local streets, storm drainage etc.);
- garbage collection;
- snow removal;
- parks and recreation;
- fire protection;
- cemetaries;

Standing Committees of Council are appointed to facilitate the work of City Council. Each Committee is responsible for specific functions (ie. planning, finance, roads, etc.) within the City's mandate and makes recommendations to Council accordingly. The standing Committees are important working bodies of local government. (See Chart 2.1).

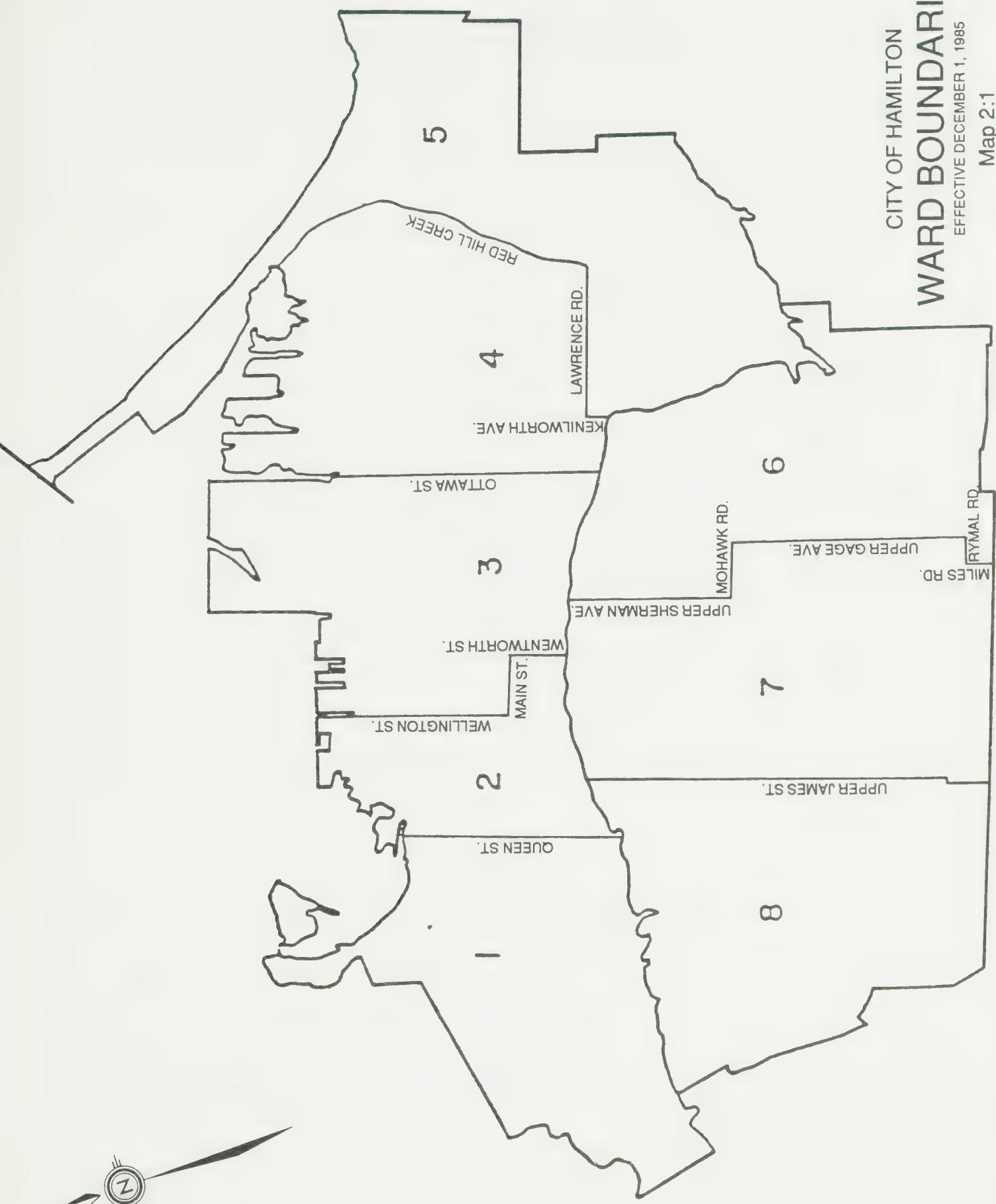
Chart 2.1



CITY OF HAMILTON  
**WARD BOUNDARIES**

EFFECTIVE DECEMBER 1, 1985

Map 2:1



---

The City appoints a Chief Administrative Officer to oversee the efficient co-ordination of its municipal Departments. The City Departments include:

- Building Department;
- Clerk's Department
- Community Development Department;
- Culture And Recreation Department;
- Hamilton Fire Department;
- Information Systems Department;
- Property Department;
- Public Works Department;
- Purchasing Department;

In addition to the above, it should be noted that the Local Planning Branch of the Region's Planning and Development Department functions as the City's Planning Department.

## **2.2 PLANNING ACTIVITIES AND SERVICES**

### **2.2.1 *Official Plan***

The Official Plan is the basic blueprint which shows how a city will grow over a twenty year period. This blueprint co-ordinates the actions of the municipality with respect to its citizens in the realization of specific growth objectives. To this end, the Plan generally:

- establishes how and where development can occur, while protecting natural and man made features;
- provides a guide for the provision of services;
- represents a standard against which the merits of development proposals can be assessed; and,
- adapts the broad concepts of senior levels of government to local conditions.

The Official Plan provides the general planning guidelines from which orderly growth and development can take place. The broad concepts of the Official Plan are more specifically detailed and implemented through other planning tools such as : Neighbourhood Plans, Zoning By-laws, Site Plan Control, and special studies.

Amendments to the Official Plan are initiated to accommodate changing needs of the City which were not envisioned at the time of preparation. Amendments may result from a rezoning application, approval of a new Neighbourhood Plan, revisions to the Regional Official Plan, or new Provincial policy. In 1986, the approval authority for local official plans and amendments was delegated by the Minister of Municipal Affairs to the Regional Municipality of Hamilton-Wentworth. As such, the City submits all Official Plan Amendments to the Region for approval.

### **2.2.2 Neighbourhood Plans**

The City of Hamilton is divided into 137 Planning Units (Neighbourhoods), each of which is approximately 80 hectares (200 acres) in area. The Planning units provide a geographic basis for the more detailed planning of the City. The system is designed to provide a framework for the administration and implementation of the Official Plan. It also forms a basis for the maintenance of statistical data, and for co-ordinating the provision of services and community facilities with anticipated population growth.

The detailed planning for the distribution and location of various land uses is determined by the review and preparation of Neighbourhood Plans. Neighbourhood Plans are intended to detail the location of proposed arterial, collector, and local roads; the location of community facilities such as parks, open spaces and school sites; the location and extent of lands set aside for institutional purposes; the distribution and mix of housing of varying densities; and the location and basic design of major engineering services and public utilities. Neighbourhood Plans are prepared prior to the development of undeveloped areas, the undertaking of any major redevelopment, or where any major proposal will have the potential effect of substantially altering the pattern of land use in the Planning Unit affected. According to Council policy, the Planning and Development Department notifies, informs, and seeks the input of all interested citizens during the preparation or review of Neighbourhood Plans. Development and redevelopment proposals are continually reviewed to determine compliance with the Neighbourhood Plan in the affected area.

### **2.2.3 Zoning By-law**

Zoning, along with Site Plan Control, are the principal means of implementing the Official Plan. Through zoning, the City is able to regulate the use of land. The Zoning By-law:

- divides the City into zoning districts, which are shown by zoning maps;
- defines the uses permitted in each zoning district; and,
- sets out the development standards for the uses.

Application can be made to the City for an amendment to the Zoning By-law. A rezoning is needed to:

- establish a use that is not permitted in the applicable zoning district;
- erect a building which does not comply with the regulations of the applicable zoning district; or,
- change any development standard that is not minor.

"Minor Variances" to the Zoning By-law can be granted by the Committee of Adjustment when the general intent of the Official Plan and Zoning By-law are maintained, and the variance from the By-law are clearly "minor" in nature.

The Planning and Development Department is responsible for the review and processing of applications for rezoning. City Council approves by-law amendments - however, they are subject to appeal to the Ontario Municipal Board.

#### ***2.2.4 Site Plan Approval***

Site Plan Approval is a type of development control, apart from the Zoning By-law, and as stated above, is one of the principle means of implementing the Official Plan. In general, all commercial, prestige industrial, and multiple residential developments are under Site Plan Control. When applying for Site Plan Approval, grading, site, and landscape plans and building elevations are submitted to the Planning and Development Department for review. The purpose of the Site Plan Approval process is to allow the City to review design features and co-ordinates:

- overall site design;
- the impact of the proposal on surrounding land uses;
- siting of buildings;
- parking lot layout;
- access;

Site plans are approved by the Planning and Development Committee.

#### ***2.2.5 The Division of Land***

##### ***a) Subdivision /Condominium Approval Process***

The approval authority for draft plans of subdivision and condominiums rests with Regional Council. As such, draft plans are submitted to the Regional Planning and Development Department. Hamilton is circulated all draft plans for review, and makes recommendations through City Council to the Region regarding approval, denial, or conditions of approval.

---

Regional Council usually issues a conditional Draft Approval, including, among others, the requirement that the Owner enter into a Subdivision Agreement with the Region and the City. After all conditions have been met, the Regional Chairman endorses the Final Plan. The Plan is then registered at the Land Titles office.

**b) *Consents to Sever***

It is the City's policy that the division of land within the City be primarily through plan of subdivision. However, consents to sever individual parcels of land can be granted by the Regional Land Division Committee. It is general policy that no more than four new lots be created as a result of every application. Generally, severances to create new lots must:

- have adequate municipal sewer and water services available;
- be consistent with development and servicing extension policies of the City; and;
- should not interfere with the assembly of adequate parcels of land which would permit planned development of the area.

Applications for consents to sever can be submitted at the Regional Planning and Development Department - Land Division Section.



# SECTION 3

---

## *Land Use Characteristics*



## *Land Use Characteristics*

The existing land use pattern in the City of Hamilton is characterized by:

- older residential uses in the lower City, with transitional and redeveloping areas in the Central Area of the City;
- a trend towards mixed uses in the Central Area; and,
- stable residential areas on the mountain (northern section) and east and west portions of the lower City;
- new residential development on the south mountain;
- a concentration of heavy industrial uses along the waterfront and light industrial uses on the east mountain;

The Land Use Concept for the City of Hamilton as established in the Official Plan is contained in Appendix "A".

### ***3.1 Residential***

Residential land in Hamilton continues to be the largest single land use, consisting of 4,051 hectares or 39% of the City's total land area in 1987. This represents an 11% increase from 3,707 hectares, in 1977 (See Chart 3.1). On average, there has been an additional 34 hectares of residential land developed annually over the past decade.

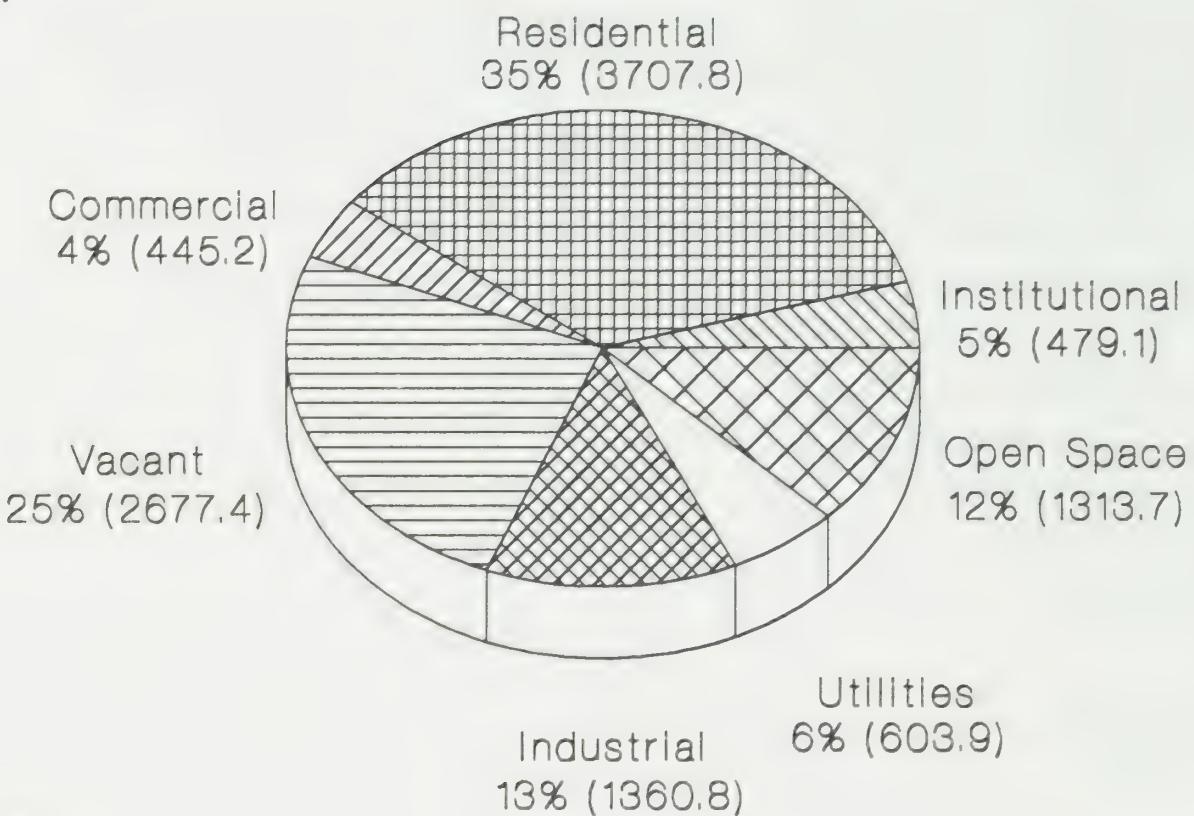
Hamilton offers a wide variety of housing types at different densities. Map 3.1 gives a visual perspective of the distribution of densities throughout the City, based on number of units per hectare by neighbourhood. The highest density areas are located in the Central Area neighbourhoods and the eastern portion of the lower City. The lowest densities are found on the south mountain which has not yet been fully developed, and is characterized by predominately single-family dwellings.

The housing stock consists of a variety of residential types. Table 3.1 illustrates the composition of the housing stock by dwelling type. From 1982 to 1987, the total number of dwelling units increased by 4,947, an average of approximately 989 units per year. As can be expected, single-family dwellings are the predominant type of housing, accounting for almost half the total housing stock in 1982 and 1987. From 1982 to 1987, the percentage of semi-detached units, duplexes, and apartments has slightly decreased, while the percentage of townhouses has experienced a slight increase.

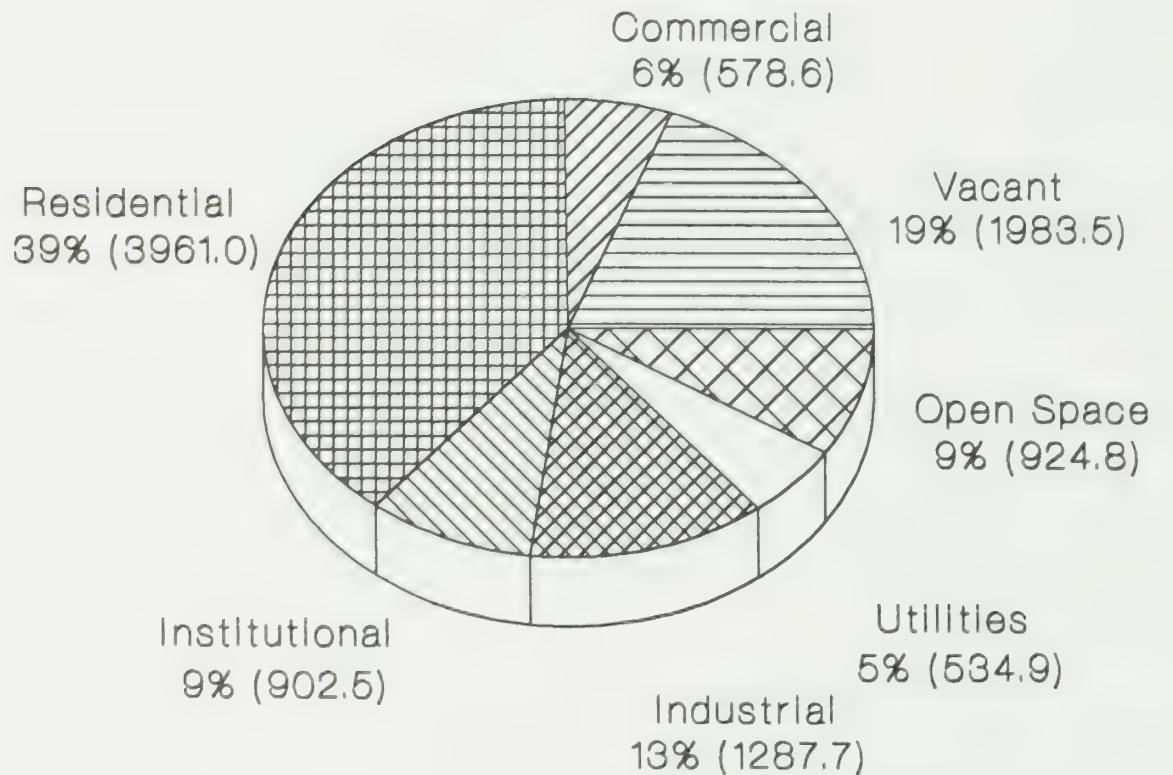
Chart 3.1

# Land Use Breakdown (Hectares)

1977



1987



Source: Regional Assessment Statistics, 1977 and 1987.

Total 100% (10,603)



Table 3.1

Housing Unit Breakdowns \*

Housing Type	1982	1987
Single Family Units	57,556 (47.7%)	60,643 (48.3%)
Semi-detached Units	4,476 (3.7%)	4,490 (3.6 %)
Duplexes Triplexes, etc.	11,327 (9.4%)	10,992 (8.8%)
Townhouses	6,767 (5.6%)	7,563 (6.0%)
Apartments	37,285 (30.9%)	37,703 (30.0%)
<b>Total</b>	<b>120,661 (100%)</b>	<b>125,608 (100%)</b>

### 3.2 Commercial

Approximately 578.6 hectares of the City is utilized for commercial purposes (1987). This is a substantial increase of almost 30%, from 445 hectares in 1977. Commercial uses vary in size and function, from the Downtown Core, to extended commercial areas, to neighbourhood commercial areas.

#### 3.2.1 Downtown Core

The Downtown Core is the commercial heartland for both Hamilton and the Region. Commercial activity is concentrated in an east-west belt bounded by Cannon Street to the north, Hunter Street to the south, Bay Street to the west and John Street to the east. Additional concentrations of commercial activity are located north and south along James Street and east and west along King Street.

\*Source: Planning and Development Department  
Regional Assessment Data, 1986

There is approximately 325,000 square metres of retail space in the Core. Unique retail shopping districts such as Jackson Square and the new Eaton's Center (currently under construction), Hess Village, the Downtown Promenade, International Village, and James Streets contribute to the diversity and character of the Core.

There are 60 large office buildings (930 square metres or more), containing a total of almost 371,600 square metres. Additional large office buildings are planned for the future including the second phase of the C.I.B.C. building, and the proposed extension and renovation of the Bank of Montreal building.

Average net rent for prime office space was \$52 a square metre in 1987, about half the average comparable space in Toronto. \*

### 3.2.2 Major Shopping Centers

Major Shopping Centers are planned and developed as a unit, contain at least one major anchor store, and normally cater primarily to automobile borne trade. They do not offer the complete range of specialty shops as provided for in the Downtown Core. The four largest shopping centers in Hamilton are detailed in Table 3.2 below. \*\*

Table 3.2 **Major Shopping Centres**

Shopping Centre	Location	Approx. Gross Leasable Retail Floor Area (square metres)
Lloyd D. Jackson Square	120 King Street West	185,800***
Limeridge Mall	999 Upper Wentworth Street	77,000
Centre Mall	1227 Barton Street East	65,000
Eastgate Square	75 Centennial Parkway North	51,100

\* *Source: Planning and Development, Greater Hamilton, The Regional Centre, Development Report 88-2.*

\*\* *Source: Property Owners.*

\*\*\* *Includes approximately 92,900 square metres of office space.*

### ***3.2.3 Extended Commercial***

Extended commercial retail corridors are found along portions of major arterial roads. There are over 45 kilometers of extended commercial strips throughout the City. Unlike shopping centers, extended commercial retail corridors lack both the concentration of retail activity and the presence of a major anchor store. These commercial corridors have evolved largely to cater to the automobile borne and pedestrian shoppers.

### ***3.2.4 Neighbourhood Commercial***

As the name implies, neighborhood commercial areas attract shoppers from surrounding neighborhoods. Generally, the types of goods and services offered for sale cater to the daily needs of residents and as a result, neighborhood commercial nodes are scattered throughout the city.

## ***3.3 Industrial***

Given the importance of Hamilton as one of Canada's foremost manufacturing centres, it is not surprising that industrial land ranks third in terms of total land area. Industrial land in 1987 comprised of 1,287.7 hectares, this is a slight decrease from 1,360.8 hectares in 1977. However the amount of Industrial land within the City, as a percentage of total land area, has remained stable over the past decade, at 13%.

The existing concentrations of industrial uses in Hamilton are located primarily in three large areas:

- heavy industrial uses along the bay front;
- light industrial uses in the east Mountain Industrial Park; and,
- general industries uses in west Hamilton.

## ***3.4 Institutional***

Institutional land account for 902.5 hectares or 9% of the total land area, a significant increase since 1977. In 1977, there were 479.1 hectares of institutional land, accounting for 5% of the total.

Major institutional uses include McMaster University and Medical Centre, Mohawk College, Hamilton Psychiatric Hospital, Chedoke Hospital, and civic developments in the Central Area, to name a few. In addition, other institutional uses such as schools, churches, recreation clubs and community centres are found throughout the City.

### **3.5 Open Space**

Open space currently accounts for 924.8 hectares or 9% of the total land area, a change from the 1977 figure of 1313.7 hectares. This does not reflect a loss in public open space, but resulted due to a change in assessment compilation of land use data, including:

- reclassification of Chedoke Golf course from an open space to an institutional use;
- reclassification of lands in the vicinity of Red Hill Creek;
- reclassification of lands in the vicinity of Hamilton Beach; and,
- change in water areas.

The current inventory of open space includes:

- major parks, such as confederation Park;
- local parks for both passive and active recreational uses;
- natural features such as the Escarpment, Cootes Paradise, Royal Botanical Gardens;
- specialized open space areas such as cemeteries; and,
- private open space.

### **3.6 Utilities**

Utility lands include lands used for the purpose of transportation and communication facilities and corridors, pipelines, hydro lands etc. They account for 534.9 hectares, or 5% of the total land area, as compared to 603.9 hectares in 1977.

### **3.7 Vacant Lands**

Presently, vacant lands rank second in total land area, accounting for 1,983.5 hectares or 19% of the total. In 1977, there were 2,677.4 hectares of vacant land, accounting for 25% of the total land area. Due to development throughout the City, there has been a decrease of 693.9 hectares of vacant land over the past decade, which represents a decline of approximately 69 hectares per year.



# SECTION 4

---

## *Demographic and Social Characteristics*





## ***Demographic and Social Characteristics***

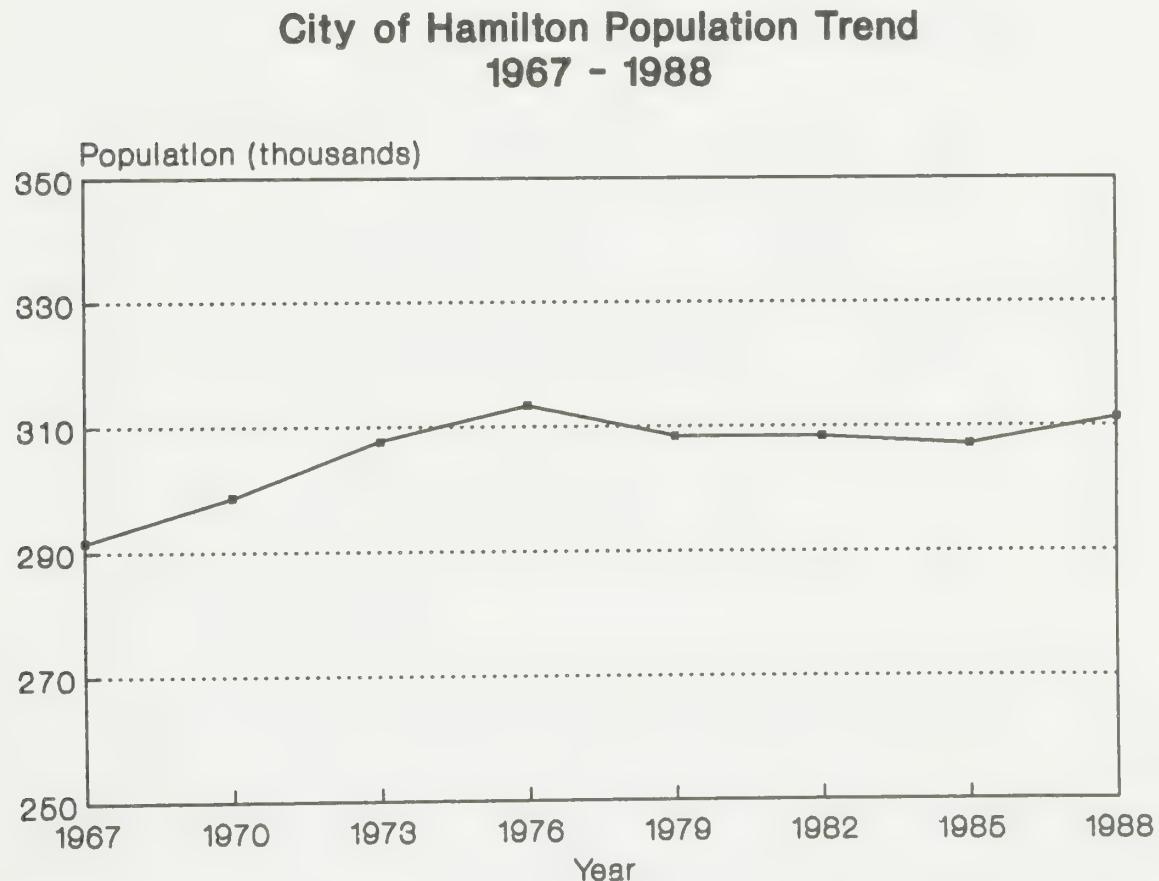
The City of Hamilton:

- has an assessed population of 311,347 (1988);
- has experienced a small increase in population since 1979;
- has a population distribution which is split 60% in favour of the lower city and 40% on the mountain; with the highest population densities in the Central area and east end of Hamilton;
- has a diverse ethnic composition; and,
- has predominantly english speaking residents.

### ***4.1 Demographic Characteristics***

#### ***4.1.1 Past and Present Population Trends***

Chart 4.1

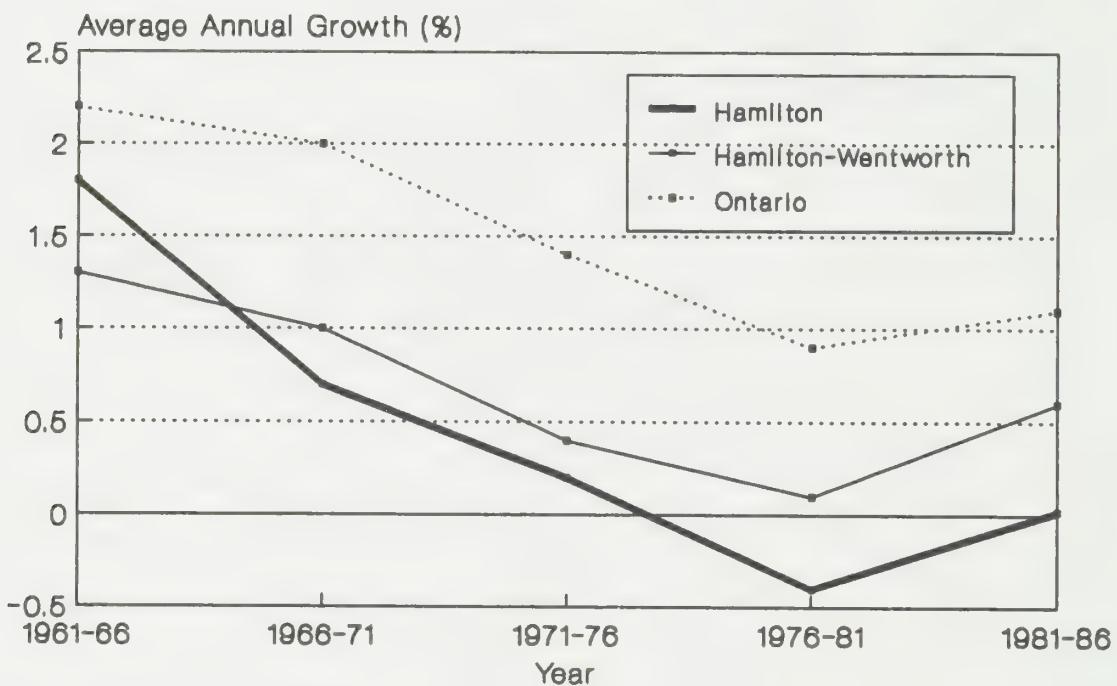


Source: Regional Assessment Data

The City of Hamilton, as illustrated in Chart 4.1 on the preceding page, experienced a moderate growth in population between 1967 and 1976. This was followed by a slight decline in population from 1976 to 1979, and a leveling off between 1979 and 1985. More recently, from 1985 to 1988, the City has again experienced an increase in population.

Chart 4.2

**Population Growth Rates**  
**Hamilton, Hamilton-Wentworth and Ontario**  
**1961 - 1986**



Source: Statistics Canada, Census

The annual population growth rate for the City has declined steadily from a 1.7% in 1961 to -0.4% in 1981. At the on-set of this decline, the effect was a reduction in the size of Hamilton's population increase; when the growth rate dipped into the negative figures then Hamilton's population decreased. In the past 5 years, Hamilton's growth rate has rebounded from the negatives to reach slightly above 0. However, this does represent a virtual no growth rate situation. The overall decline in the growth rate can be attributed to three main factors:

- low fertility rates;
- out migration to surrounding municipalities; and,
- aging population.

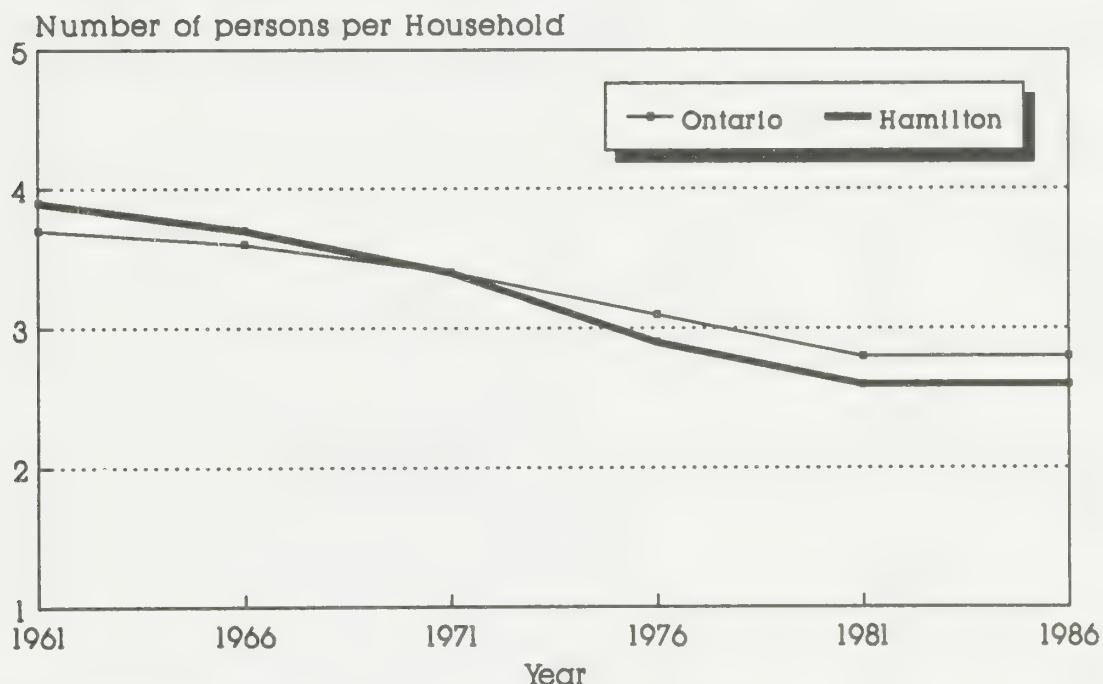
The population trends experienced and the factors that influence this trend in Hamilton are similar to and consistent with many Ontario and Canadian municipalities.

#### 4.1.2 Household Size

Over the past 25 years the size of households has dropped from 3.9 (1961) to 2.6 (1986). As illustrated in Chart 4.3, the change in household size in Hamilton is similar to that experienced by the Province. Changes in household size have resulted from an increase in the number of non-family households and the decrease in the size of both family and non-family households. The changing family formation can be attributed to changes in social values, economic conditions and demographic characteristics (ie. aging population etc.).

Chart 4.3

#### Average Household Size Hamilton and Ontario 1961-1986



Source: Statistics Canada, Census

#### 4.1.3 Population Composition

Chart 4.4 (see next page) identifies the percentage of the population by sex and age groups. Several important trends emerge between 1977 and 1987:

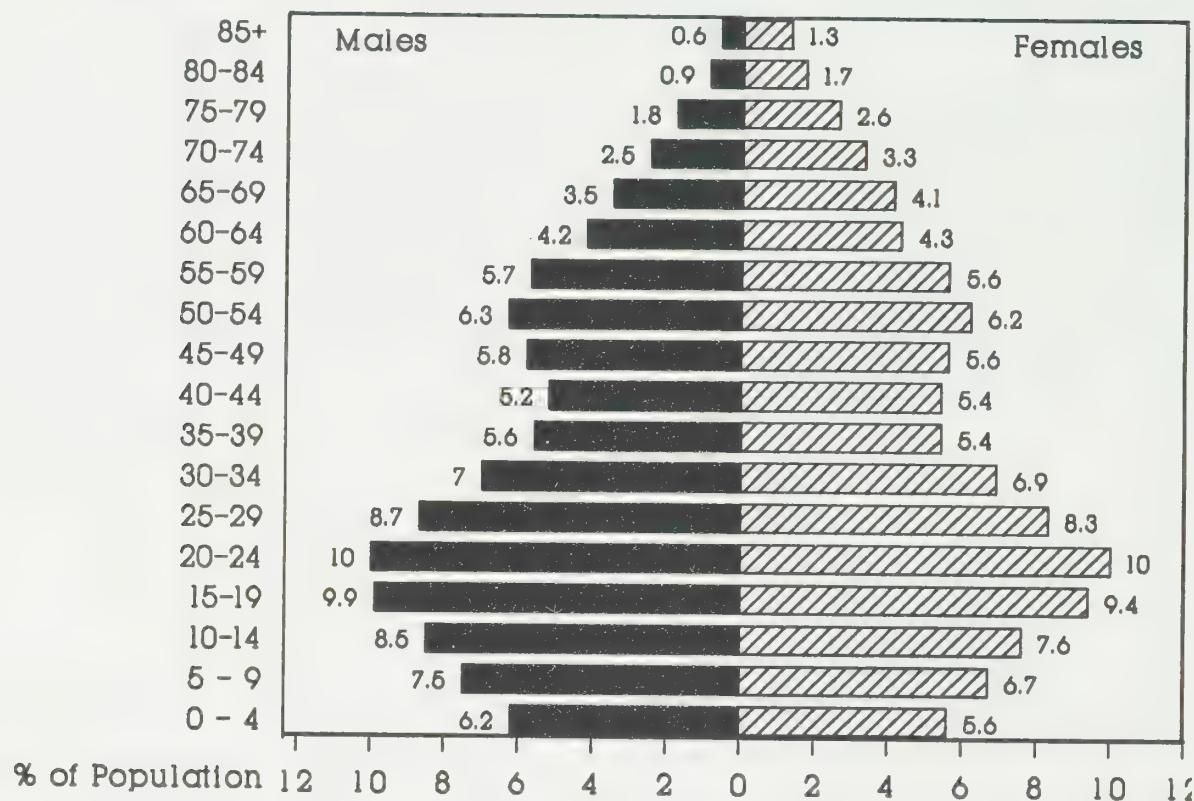
- a decline in the percentage of children between the ages of 0-4 from 5.9% to 4.0%;

Chart 4.4

## Population Distribution

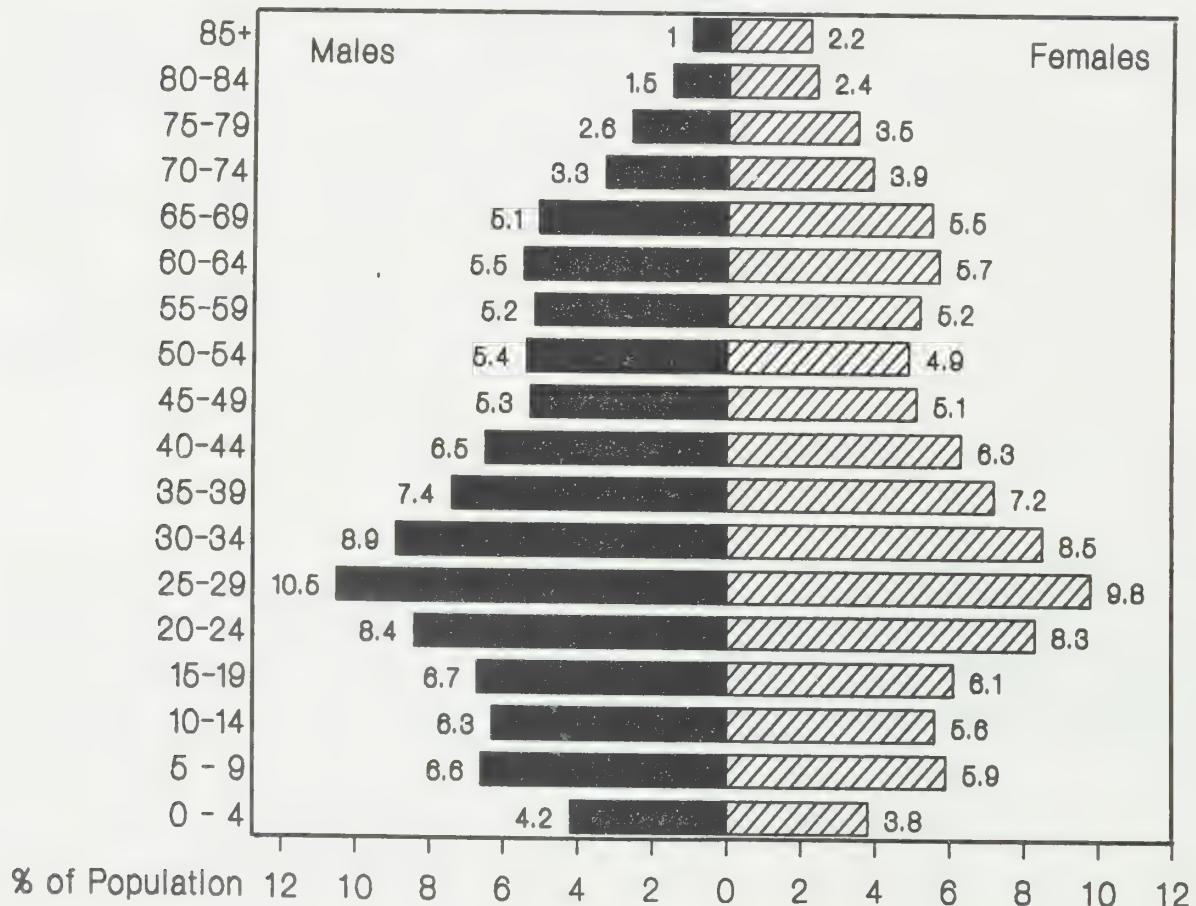
Age Groups

1978



Age Groups

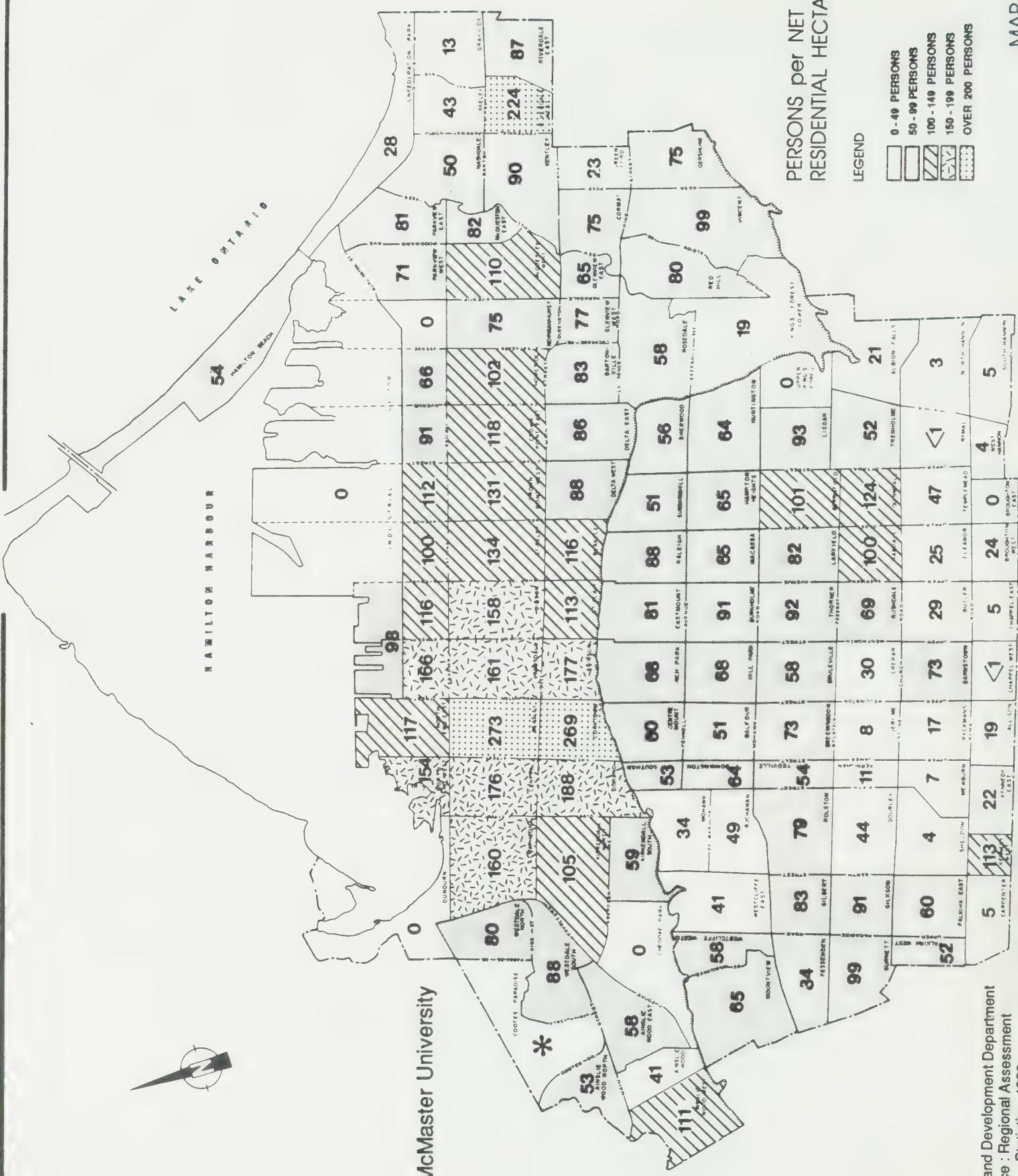
1988



123,125  
188,218  
311,347  
Hamilton Mountain  
Lower City  
Total

Source: 1988 Assessment





- a shift in the greatest concentration of the population from the 10-24 age group to the 20-34 age group; and,
- an increase in the percentage of persons aged 65+ from 11.1% to 15.6%, particularly for females aged 75+ which has grown from 4.4% to 6.6%.

These trends are consistent with the national trends of an aging society and declining fertility rates.

#### **4.1.4 Existing Population**

The 1988 assessed population for Hamilton is 311,347. This number is almost evenly split between males (48%) and females (52%).\*

#### **4.1.5 Spatial Distribution**

The Niagara Escarpment geographically divides Hamilton into two areas: the lower city and the mountain. As illustrated on Map 4.1, approximately 60% of Hamiltonians live in the lower city and the remaining 40% on the mountain. As the south mountain area continues to experience the bulk of new residential development, the percentage of people living on the mountain will increase.

Characteristic of most mature urban centers, Hamilton's population is not evenly distributed. The highest densities are found in the central area and the east end. The lowest densities occur in the south mountain neighbourhoods, which still remain partially or totally undeveloped and generally suburban in residential character. (see Map 4.2).

### **4.2 Social Characteristics**

#### **4.2.1 Ethnic Origins**

Ethnic origin refers to the ethnic or cultural group a person's ancestors belonged to when first arriving in North America.\*\* Hamilton's population includes a rich variety of ethnic or cultural groups (see Table 4.1). The majority of Hamiltonians are of British decent (57%). The remaining 43% are distributed among several ethnic groups, including Italians as the third largest single origin group, and French and German fourth and fifth respectively.

\* Source: Planning and Development Department, Population Statistics 1988.

\*\* Source: Statistics Canada Data and Census Dictionary

Table 4.1

Ethnic Origins\*

Group	1976 (%)	1986 (%)
British	57.3	57.0
Italian	11.4	11.3
French	4.5	3.4
German	4.7	3.0
Polish	2.5	3.2
Ukrainian	3.1	2.1
Dutch	2.0	1.8
Native Indian	0.5	0.6
Scandinavian	0.5	0.3
Other	12.5	17.3

From 1976 to 1986, the ethnic composition of Hamilton has remained stable for both the British and Italian groups. The largest increase (4.8%) has been the number of persons registered as 'other'. This increase has been offset by the small decreases in the percentage of the population of French, German, Ukrainian, Dutch and Scandinavian origins.

#### 4.2.2 Mother Tongue

A person's mother tongue is the language first learned in childhood and still understood.\* The overwhelming majority of Hamiltonians consider English as their mother tongue, with the next largest single group being those registered as Italian.

\* Source: Statistics Canada Data and Census Dictionary

Table 4.2 compares mother tongue by percentage of population between 1976 and 1986. Generally, there has been a small decrease in the number of persons speaking Italian, French, Ukrainian and Other languages. Accordingly, there has been a corresponding increase in the number of persons speaking English.

Table 4.2 Mother Tongue\*

Group	1976 (%)	1986 (%)
English	76.9	79.1
Italian	6.8	5.4
French	1.8	1.6
German	1.7	1.9
Ukranian	1.5	1.4
Other	11.3	10.6

\* Source: Statistics Canada



# SECTION 5

---

*Economic Characteristics  
and Development Activity*



## ***Economic Characteristics and Development Activity***

Hamilton's economic and development profile reveals the following trends:

- a substantial increase in the percentage of the total labour force employed in the service sector;
- an unemployment rate which has been rising slowly, since 1981;
- a majority of the labour force which has less than a Grade 13 education;
- residential and commercial building permits that constitute the majority of building activity;
- housing prices which have been increasing at a dramatic rate over the last five years, yet are still affordable relative to other municipalities in the greater Toronto area; and,
- a home ownership rate in excess of 50%.

### ***5.1 Economic Profile***

#### ***5.1.1 Labour Force***

The employment structure of the City has been increasingly dominated by the service sector. In 1971 the service sector accounted for 45.9% of the labour force, climbing to 52.8% in 1981 and 57.2% in 1986. This increase was paralleled by a corresponding decrease in the secondary sector. In 1971 the secondary sector employed 45.6% of the labour force, which was comparable to the service sector figure for that year. As the service sector continued to expand from 1981 to 1986, the secondary sector dropped from 46.4% in 1981 to 39.0% in 1986. Overall, there has been an 11.3% increase in the percentage of total labour force working in the service sector, and a decrease of 6.6% in the secondary sector. The primary sector has traditionally employed a small percentage of the labour force. In the past fifteen years, it has accounted for between 0.8% and 2.0% of the total labour force.

Within the secondary sector, manufacturing industries continue to employ the largest number of people. When considering all categories of the three employment sectors, manufacturing industries are the second largest employer. It is likely that manufacturing industries will remain an important component in the employment structure of the City, given the presence of two of the largest steel manufacturers in the country, Stelco and Dofasco.

Within the service sector, community, business and personal service industries are increasingly dominant, rising from 23.2% of the labour force in 1971 to 31.5% in 1986. In 1986, this category employed more of the labour force than any other category in the three sectors.

Table 5.1 Employment by Sector (1970 Classification) by Percentage \*

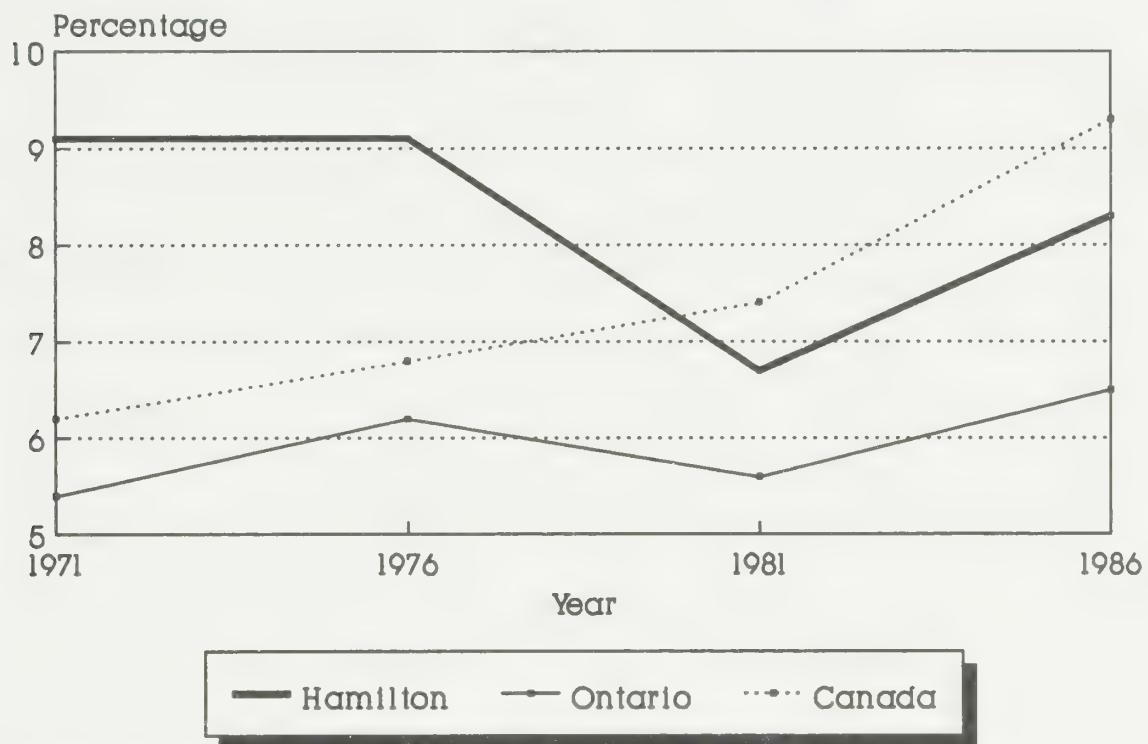
Industry	1986	1981	1971
Primary Industries	1.0	0.8	2.0
<b>PRIMARY SECTOR TOTAL</b>	<b>1.0</b>	<b>0.8</b>	<b>2.0</b>
Manufacturing Industries	28.1	35.1	34.5
Construction Industries	5.7	5.9	6.3
Transportation, Communication, and Utility Industries	5.2	5.4	4.8
<b>SECONDARY SECTOR TOTAL</b>	<b>39.0</b>	<b>46.4</b>	<b>45.6</b>
Trade (wholesale and retail)	16.9	15.8	15.1
Finance, Insurance, Real Estate	4.8	4.3	4.0
Community, Business, and Personal Service Industries	31.5	29.0	23.2
Public Administration and Defence	4.0	3.7	3.6
<b>SERVICE SECTOR TOTAL</b>	<b>57.2</b>	<b>52.8</b>	<b>45.9</b>
Industry Not Specified	2.8	N/A	6.5

\* Source: Statistics Canada, Census

The unemployment rate in Hamilton dropped by approximately 2% from 1976 to 1981 but has increased slowly over the past five years. While Hamilton's employment rate has been less than the national average, it is somewhat higher than the provincial average. (see Chart 5.1)

Chart 5.1

### Unemployment Rate Hamilton, Ontario and Canada



Statistics Canada, Census

#### 5.1.2 Employers

Hamilton has 15 large Companies or Corporations that employ over 1,000 persons each and another 33 that employ in excess of 100 people.

As identified in Table 5.2, the largest two employers are the steel producers, Stelco and Dofasco. Consistent with the trend of an increase in the number of employees in the service sector, the governments, hospitals, college and university dominate the employers employing over 1,000 people.

Table 5.2

**Major Regional Employers \***

Dofasco	12,000
Stelco	10,300
Chedoke-McMaster Hospitals	5,700
Hamilton-Wentworth Region	4,100
McMaster University	3,500
City of Hamilton	3,264
Hamilton Civic Hospitals	2,750
St. Joseph's Hospital	2,600
Camco Inc.	1,700
Westinghouse Canada	1,640
J.I. Case	1,560
Bell Canada	1,200
St. Peter's Hospital	1,200
Mohawk College	1,110
Sear's Canada	1,050

governments, hospitals, college and university dominate the employers employing over 1,000 people.

### **5.1.3 Level of Schooling**

The level of education in the Hamilton labour market has remained relatively constant over the last five years, as evidenced by the statistics in Table 5.3. Over 50% of the work force has not reached Grade 13. 18.9% have received a College diploma or Certificate and only 7.1% have received a University Degree. In the last five years the percentage of the labour force attaining post-secondary education has increased by 3.5% and there has been a corresponding decrease (3.3%) in the number of persons having less than a grade 9 education.

\*Source: Economic Development Department  
Hamilton - Wentworth Region

Table 5.3

Level of Schooling By Labour Force \*

	1986	1981
Less than Grade 9	18.9%	22.2%
Grade 9 -13 (without diploma)	31.2%	31.2%
Grade 13 (with diploma)	12.7%	12.2%
College, University etc. (without diploma)	11.2%	11.9%
Trade, University, Non University Diplomas & Certificates		
University Degree	18.9%	16.3%
University Degree	7.1%	6.2%

## 5.2 Development Profile

### 5.2.1 Building Activity

Hamilton's building activity in the 1980's has been subject to the recession and growth cycles which have been characteristic of the Ontario and Canadian economies. Chart 5.2 traces the number of building permits by use issued over the last 10 years.

Residential and commercial permits constitute a majority of the permits issued. The trends in commercial and residential activity have been similar with a peak in 1980, a low in 1982 and a gradual increase between 1982 and 1988.

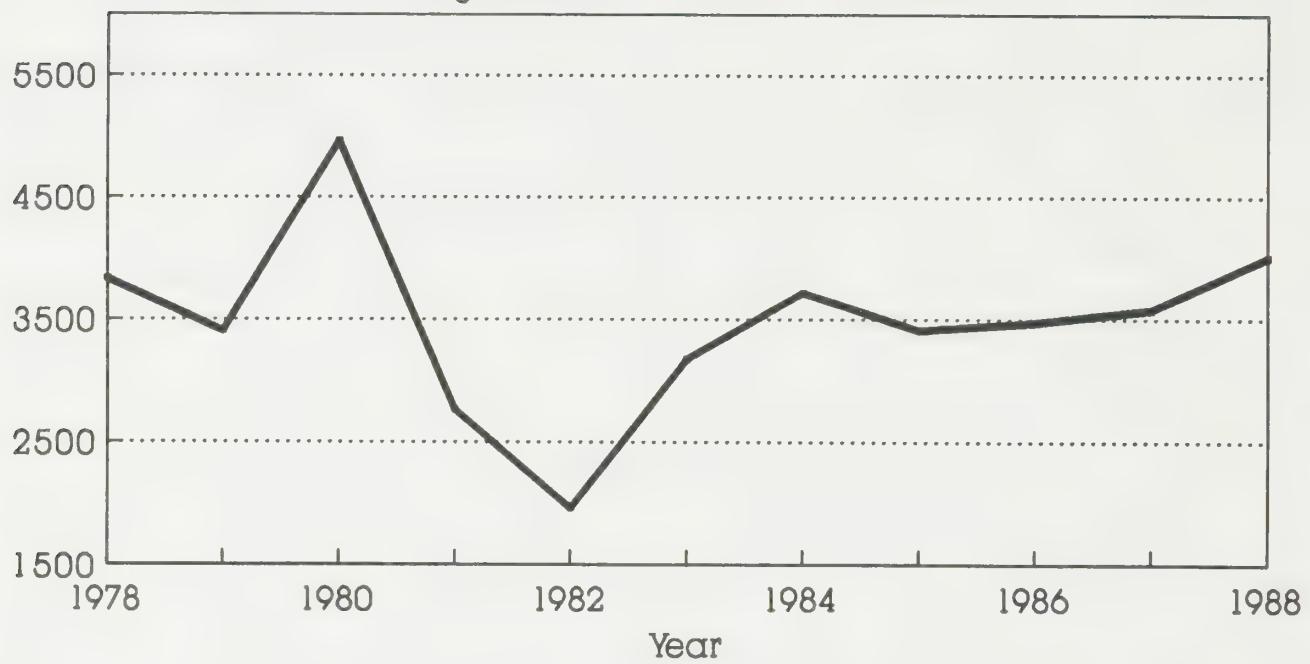
The number of permits issued for institutional and industrial development, redevelopment, or expansion has remained fairly stable over the last 10 years and does not appear to be as severely affected by economic conditions as the other two uses.

The 1988 dollar value for all building permits was \$278,322,237.

\*Source: Statistics Canada Census

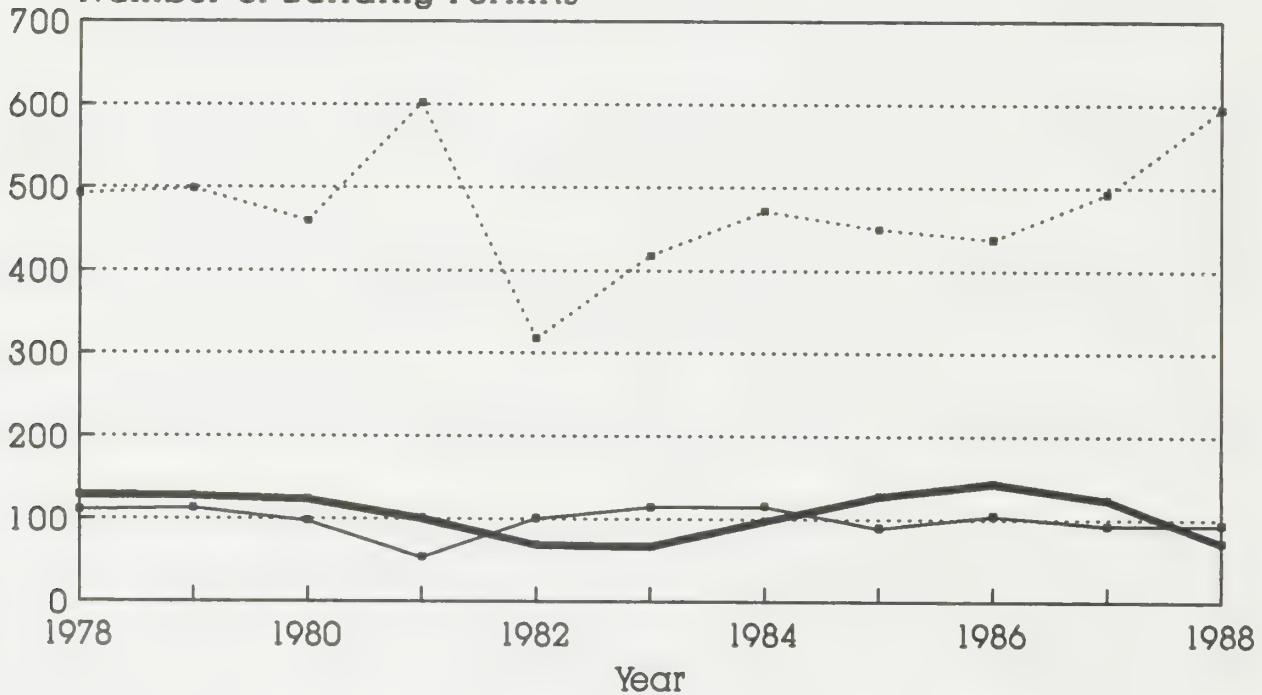
## Building Permits 1978-1988

Number of Building Permits



— Residential

Number of Building Permits



..... Commercial    — Industrial    - - - Institutional

### 5.3 Comparative Housing Prices

Hamilton displays a healthy and affordable real estate market compared to some cities in both Ontario and Canada.

The period extending from 1985-1989 has seen a rapid increase in housing prices, especially in those cities located in the Golden Horseshoe.

Royal LePage's Survey of Canadian House prices reveals some interesting facts about Hamilton's housing market. Compared to ten other cities in Canada and Ontario.:

#### For A Standard Townhouse, Hamilton:

- ranks second in Ontario and Canada in terms of dollar value;
- ranks second in both Ontario and Canada in terms of percentage increase in value (value increased by 170% over five years).

(See Tables 5.4 and 5.7 )

#### For An Executive Detached Two-Storey House, Hamilton:

- ranks second in terms of dollar value in Ontario;
- ranks third in Ontario in terms of a percentage increase in value (value increased by 64% over five years); and,
- ranks third in Canada in terms of both dollar value

(See Tables 5.6 and 5.7)

Hamilton's location within Toronto's commuteshed has had a dramatic effect on housing prices within the City. As Toronto housing prices have become out of reach of most homebuyers, particularly first time homebuyers, locating in Hamilton has become a more viable and economically feasible alternative. This trend is likely to continue for the foreseeable future.

### 5.4 Dwellings By Ownership

The majority of the dwelling units in Hamilton are owned as opposed to rented. Since 1976, homeownership in Hamilton has slightly decreased by 1.4%, from 58% to 56.6% in 1986.

Table 5.4

*Townhouse \* - Comparative Housing Prices - Ontario Cities*

	1985	1986	1987	1988	1989
Hamilton	40,500	50,500	76,500	93,000	111,000
Toronto	76,500	102,100	134,500	174,500	234,000
Ottawa	73,000	72,500	74,500	81,000	86,500
Windsor	34,500	43,000	47,000	52,000	62,000
Thunder Bay	N/A	N/A	N/A	62,500	69,000
St. Catherines	43,000	52,000	61,000	79,000	95,000
Kingston	55,000	63,000	80,000	89,000	97,000
London	61,500	67,500	85,000	85,000	95,000
Sudbury	36,500	41,000	45,000	58,000	77,000
Sault Ste. Marie	N/A	N/A	N/A	N/A	N/A

Table 5.5

*Townhouse \* - Comparative Housing Prices - Canadian Cities*

	1985	1986	1987	1988	1989
Halifax	86,000	88,000	76,500	91,000	89,000
Montreal	59,500	76,500	93,000	105,500	91,500
Ottawa	73,000	72,500	74,500	81,000	86,500
Toronto	34,500	102,100	134,500	174,500	234,000
Hamilton	40,500	50,500	76,500	93,000	111,000
Winnipeg	47,000	53,500	60,500	66,500	69,000
Regina	N/A	57,000	57,000	66,500	56,500
Calgary	56,500	60,000	59,500	66,500	72,800
Edmonton	52,500	52,500	59,500	53,000	58,500
Vancouver	111,500	105,000	109,500	111,500	109,000
Victoria	65,000	65,000	70,000	80,000	95,000

\* 3 Bedrooms, 1.5 Bathrooms, Area of Unit 92 square metres

Source: Royal Lepage - Survey of Canadian House Prices

Table 5.6 *Executive Two-Storey House \* - Comparative Housing Prices - Ontario Cities*

	1985	1986	1987	1988	1989
Hamilton	112,000	126,000	147,000	161,500	197,500
Toronto	168,000	198,000	258,000	321,000	420,000
Ottawa	148,500	143,500	147,000	130,500	178,500
Windsor	105,000	130,000	137,000	140,000	158,000
Thunder Bay	126,000	134,000	142,000	153,500	170,000
St. Catherines	110,000	138,000	156,000	170,000	195,000
Kingston	105,000	110,000	130,000	155,000	169,000
London	104,000	115,000	135,000	157,000	170,000
Sudbury	87,000	106,000	135,000	160,000	185,000
Sault Ste. Marie	98,000	115,000	125,000	140,000	190,000

Table 5.7 *Executive Two-Storey House \* - Comparative Housing Prices - Canadian Cities*

	1985	1986	1987	1988	1989
Halifax	165,000	168,000	177,000	179,000	179,500
Montreal	143,500	169,500	215,000	228,500	259,500
Ottawa	148,500	143,500	147,000	130,500	178,500
Toronto	168,000	198,000	258,000	321,000	420,000
Hamilton	112,500	126,000	147,000	161,500	197,500
Winnipeg	132,000	141,000	158,500	161,000	157,000
Regina	125,000	131,500	135,500	134,500	133,500
Calgary	142,000	157,000	157,000	171,500	182,000
Edmonton	115,000	124,000	127,500	132,000	137,000
Vancouver	189,000	178,500	185,500	222,000	289,000
Victoria	114,000	115,000	122,000	139,000	170,000

\* 4 Bedrooms, 2.5 Bathrooms, Area of Unit 186 square metres, Fully Serviced Lot, 604 square

Source: Royal Lepage - Survey of Canadian House Prices



# SECTION 6

---

## *Community Services*





## ***Community Services***

The provision of adequate community services and facilities is essential to enhance and maintain the quality of life enjoyed by the residents of Hamilton. Major community services and facilities include:

- educational facilities;
- library services;
- fire and police protection;
- health care services;
- various cultural facilities; and,
- parks and recreational facilities.

### ***6.1 EDUCATIONAL FACILITIES***

#### ***6.1.1 Elementary and Secondary Schools***

The first record of educational facilities in the City dates back to 1817, when 5 common schools existed. Parents paid a fee as well as providing wood for the school room and board for the teacher.

In 1819, the provincial legislature passed an act which created the first public school in the Village of Hamilton. Admission was free. The school became a District Grammar School. The operation of the school was overseen by a Board of Trustees. In addition to the District school it appears that other common schools were in existence as well. Their locations were not known because they were usually located within existing buildings, often kept in state of disrepair.

In 1846, the Province granted the larger cities greater power over the education of Common Schools. From 1847 to 1850, great debate took place over the system of public education within the City. The dispute was whether to have 1 school per district or to have 1 central school with 2 or 3 schools outside the city limits.

In 1853, Central School was opened on the south-east corner of Hunter Street East and Bay Street South, where it still stands today. The school had 11 classrooms and could accommodate 1,000 students. Thus, was the start of the structure of the educational system which is in place in the City of Hamilton today.

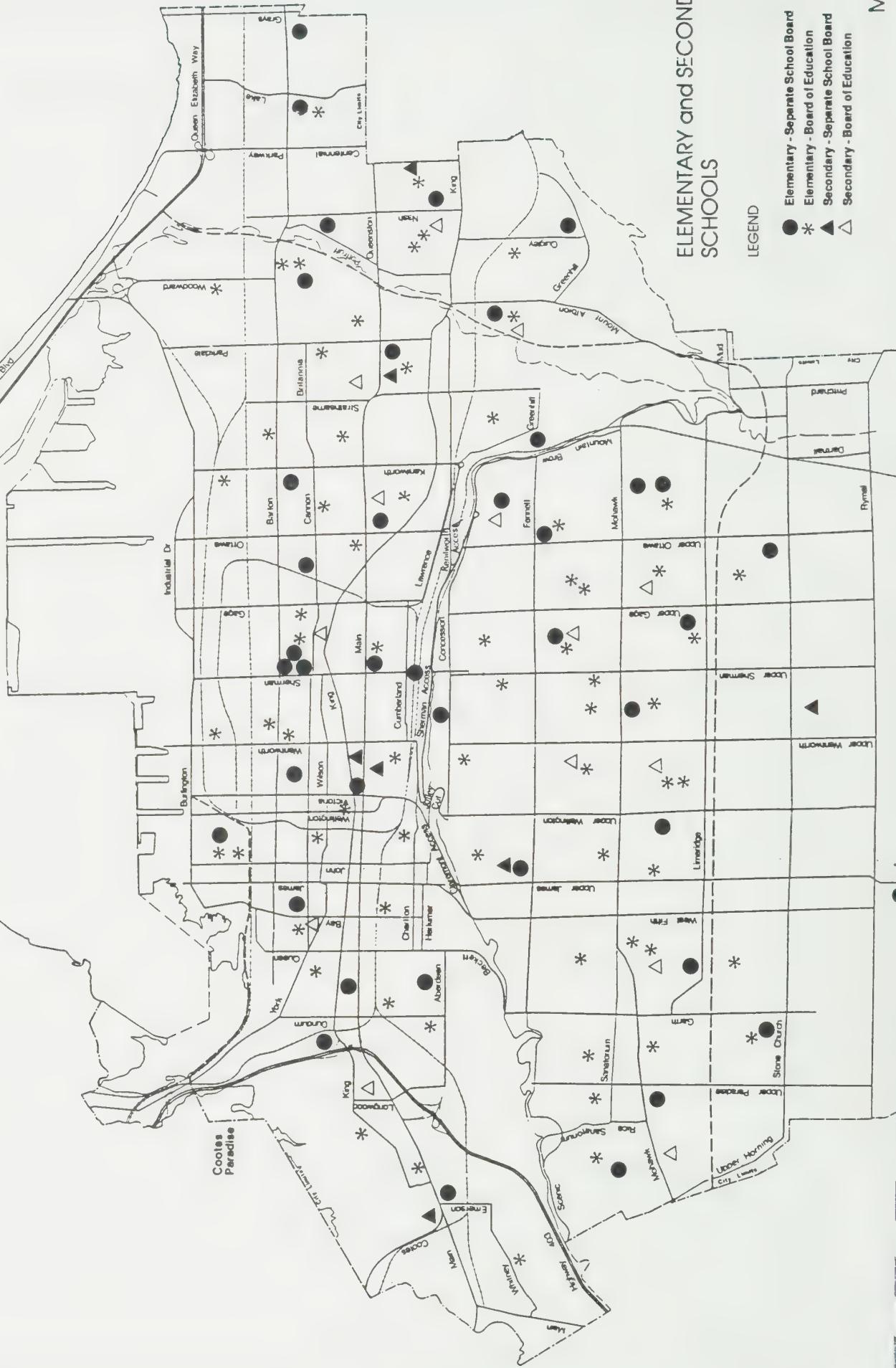
As of 1988, the Hamilton Board of Education operates 71 elementary and 13 secondary (includes vocational) schools. (See Map 6.1). Since 1978, 9 elementary and 3 secondary schools have closed due to corresponding decreases in enrollment of 6.5% and 20% respectively (see Chart 6.1). The decline is primarily attributed to the reduction in the number of school age children ranging in age from 5 to 18.

# ELEMENTARY and SECONDARY SCHOOLS

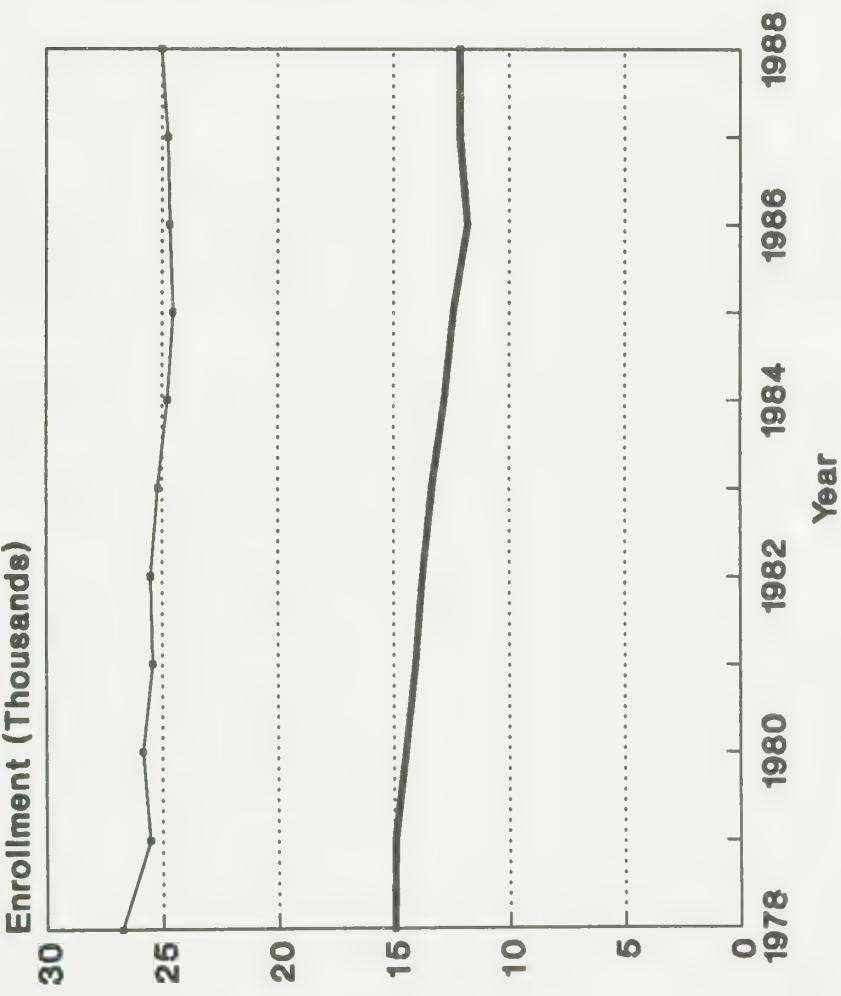
## LEGEND

- \* Elementary - Separate School Board
- ▲ Elementary - Board of Education
- ▲ Secondary - Separate School Board
- △ Secondary - Board of Education

Lake Ontario  
Hamilton Harbour

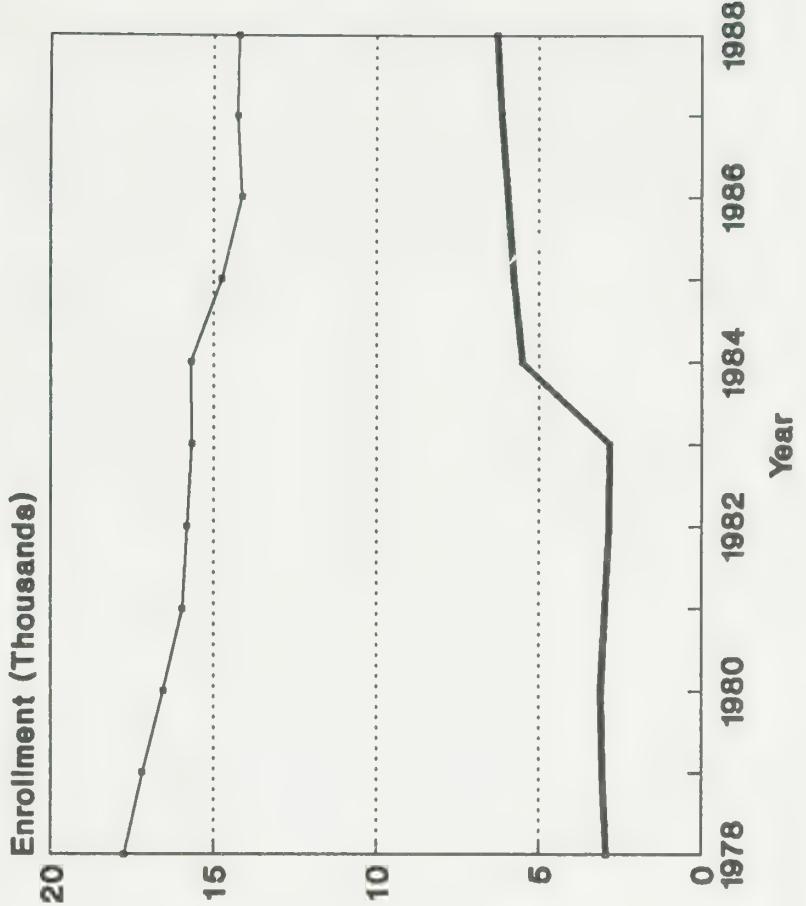


## Elementary School Enrollment (City of Hamilton)



Sources:  
Hamilton-Wentworth Separate School Board  
Hamilton Board of Education, 1989

## Secondary School Enrollment (City of Hamilton)



Sources:  
Hamilton-Wentworth Separate School Board  
Hamilton Board of Education, 1989

The Hamilton-Wentworth Separate School Board operates 39 elementary and 7 secondary schools; of the 39 elementary schools, two are French language, two are French Immersion and one is Eastern Rite. (See Map 6.1). Since 1978, elementary school enrollment has decreased by 19%; conversely, secondary school enrollment has increased by 53%. The decrease is the result of a decline in the number of school age children ranging from age 5 to 13. The drastic increase in secondary enrollment, specifically between 1983 and 1984 (see Chart 6.1), is a result of the Provincial government extending funding to Separate School Boards. Traditionally, the total number of students in the Separate School Board has been lower than the public schools.

In addition to the elementary and secondary schools, the Hamilton Board currently operates 13 schools/programs for the trainable retarded. Since 1978, the Board has expanded the number of programs/schools three-fold. Similarly, the Separate School Board operates an Adult Education Program known as St. Charles, with four locations throughout the city.\*

### **6.1.2 Mohawk College**

Mohawk College of Applied Arts and Technology, founded in 1966, is located on Fennell Avenue West. Mohawk has smaller branch campuses in Stoney Creek, Haldimand Norfolk Region and other areas. It offers diploma programs in Business and Communications, Applied Arts, Engineering and Health Technology, Health Care, and Skills Development as well as a whole range of interest programs (continuing education). In 1988, full time enrollment consisted of 12,251 students and 55,281 part time registrants.

### **6.1.3 McMaster University**

McMaster University was founded in 1887 in Toronto but relocated to Hamilton in 1930 to its present location on Main Street West. McMaster offers a wide range of under graduate, graduate and post graduate programs in Engineering, Arts and Science, Medicine, Social Work, and Business Administration. The University's enrollment in 1988 consisted of:

- 10,585 full time undergraduates;
- 3,295 part time undergraduates;
- 935 full time graduates;
- 684 part time graduates;

\* Sources: *Hamilton Board of Education, 1989*

*Hamilton-Wentworth Roman Catholic Separate School Board, 1989*

*Spalding, Lloyd, The History and Romance of Education*

*Johnson, Dana, Going to School in Ontario: The Urban Primary School 1850-1930.*

*Parks Canada, 1984*

## 6.2 COMMUNITY SERVICES

### 6.2.1 Library Services

A wide range of Library services are provided by the Hamilton Public Library Board. Library services are available to Hamilton residents at the Central Library and nine branches throughout the City.

As well as the branch libraries, a variety of additional services are available to meet the special needs of residents. Two bookmobiles make scheduled visits to senior citizen apartments, day care centres and neighbourhoods. Also, the visiting Services van brings books to nursing care centres and those people who are homebound. The Central Library operates a Resource Centre for the disabled which has a large collection of talking and large print books, magnifiers, and other materials available for the disabled.

An assortment of additional materials, programs and events are available through various branches. As well as reading materials, records, cassette tapes, 16mm films and VHS videos are also available. Programs ranging from lectures, films, workshops, book clubs and business series to music concerts and live theatre are among some of the events open to the public. Other events include craft sessions, films and professional activity day events for children.

### 6.2.2 Fire Protection

Hamilton's full time professional Fire Department was established in 1879. Over the last 110 years, the Department has seen many changes from the introduction of the first motorized fire engine, to the installation of an integrated fire and emergency alarm dispatch system. Today, the Department is acknowledged as one of the best in Canada with a fire safety rating second to none in North America.

Presently, the Department has 11 fire stations strategically located throughout the City. They are located so as to provide an average response time of 3.5 minutes. Fire fighting apparatus is made up of three basic units: Rescue Unit Companies (3); Pump Companies (11); and Aerial Truck Companies (5). The Department consists of 425 firefighters and 47 members assigned to administration, training, communications, fire prevention or vehicle apparatus.

In 1987, approximately 85% of the Department's budget was spent on firefighting (includes rescues, medical emergencies, etc.). Although, this is the Department's main function, more emphasis is being placed on pro-active fire prevention. The Department's additional responsibilities include: enforcing the Ontario Fire Code; carrying out home inspections; conducting firefighting demonstrations and outreach/public education programs; developing of new standards for smoke alarms; monitoring P.C.B. and Hazardous Materials storage; to name a few.\*

\*Source: Hamilton Fire Department, 1987 Annual Report

### **6.2.3 Police Protection**

The First Board of Police was established in 1833 with a bailiff and constable carrying out the Board's regulations. By 1848, two constables were appointed to each ward. With the creation of the Region in 1974, all local police functions were amalgamated into the Hamilton-Wentworth Regional Police Department. As the City developed and the Police force took on more responsibilities, police personnel grew to 672 sworn officers and 191 civilians by the end of 1988.

Some of the force's regular duties include the patrol, traffic, youth and criminal divisions. In addition, the force has many specialized sections which are aimed at providing a better service to the public; they include: Marine Unit, Hit and Run Squad, Child Abuse Investigation Unit, T.E.A.M Unit (Emergency Response), Bomb Technicians, to name a few. Over the past decade, the Police have initiated a number of new programs which have been enthusiastically received by the public. Some of the more visible programs are R.I.D.E, Neighbourhood Watch, Crime Stoppers and the "War on Drugs".\*

### **6.2.4 Health Care Services**

The City of Hamilton, and the surrounding municipalities and regions, are served by 6 hospitals; Chedoke, McMaster University Medical Center, General, Henderson, St. Josephs and Hamilton Psychiatric. In the last few years, most of the hospitals have been involved with the expansion or reconstruction of their facilities and programs involving millions of dollars.

Hamilton's health care system is one of the best in the country. The hospitals have combined their resources to avoid duplication of services and to provide specialized care. Some of the specialized units include: Psychiatry (Hamilton Psychiatric), Regional Multiple Trauma Center (General), Spinal Cord Center (St. Josephs), Regional Rehabilitation Center (Chedoke), High Risk Pregnancy and Neonatal Intensive Care Units (McMaster), Pediatrics (McMaster), Hamilton Regional Cancer Center (Henderson); and Firestone Regional Chest and Allergy Unit (St. Josephs). In addition, St. Peter's, a privately run facility provides hospital care for the elderly.

As well, in the near future, the St. Joseph's Ambulatory Care Centre will be opened to serve east Hamilton and Stoney Creek. The Centre will be unique in Canada, with 24 hour Emergency Department, Geriatric Day Hospital, Diabetic Education Program and Health Promotion Programs.

Public health care is available to Hamilton residents through the Hamilton-Wentworth Department of Health Services.

---

\*Source: Hamilton-Wentworth Police Department, 1988.

## 6.3 CULTURAL FACILITIES

Hamilton has a wealth of cultural facilities to serve not only Hamilton area residents, but tourists as well. The facilities include museums, art gallery, coliseum, and performing arts theatres. (See Map 6.2 showing cultural facilities in the central area).

### 6.3.1 Museums

One of Hamilton's best known museums is *Dundurn Castle*, located in the north-west quadrant of the City. Built in 1835 for Sir Allan MacNab, the Prime Minister of United Province of Canada, Dundurn Castle exemplifies the lifestyle of wealthy families of the mid 1800's.

*Whitehern*, home of the McQuesten family for more than 100 years, was bequeathed to the City in 1968. Dating from the late 1800's, with its original furnishings in tact, Whitehern, situated in the downtown core, allows the visitor a unique experience into 19th Century life.

The *Children's Museum* in Gage Park, is a learning center allowing hands on participation satisfying a variety of children's interests.

The *Canadian Football Hall of Fame and Museum*, located in the downtown core, focuses on the history of football in Canada over the last 100 years. In addition to housing the Grey Cup, the museum contains football memorabilia and a 101 seat theatre which shows Grey Cup highlights.

Located near the Queen Elizabeth Way, the *Hamilton Museum of Steam and Technology* was built around the 1859 Hamilton Waterworks Pumping Station. Its unique victorian architecture and steam powered engines make it the only one of its kind in North America.

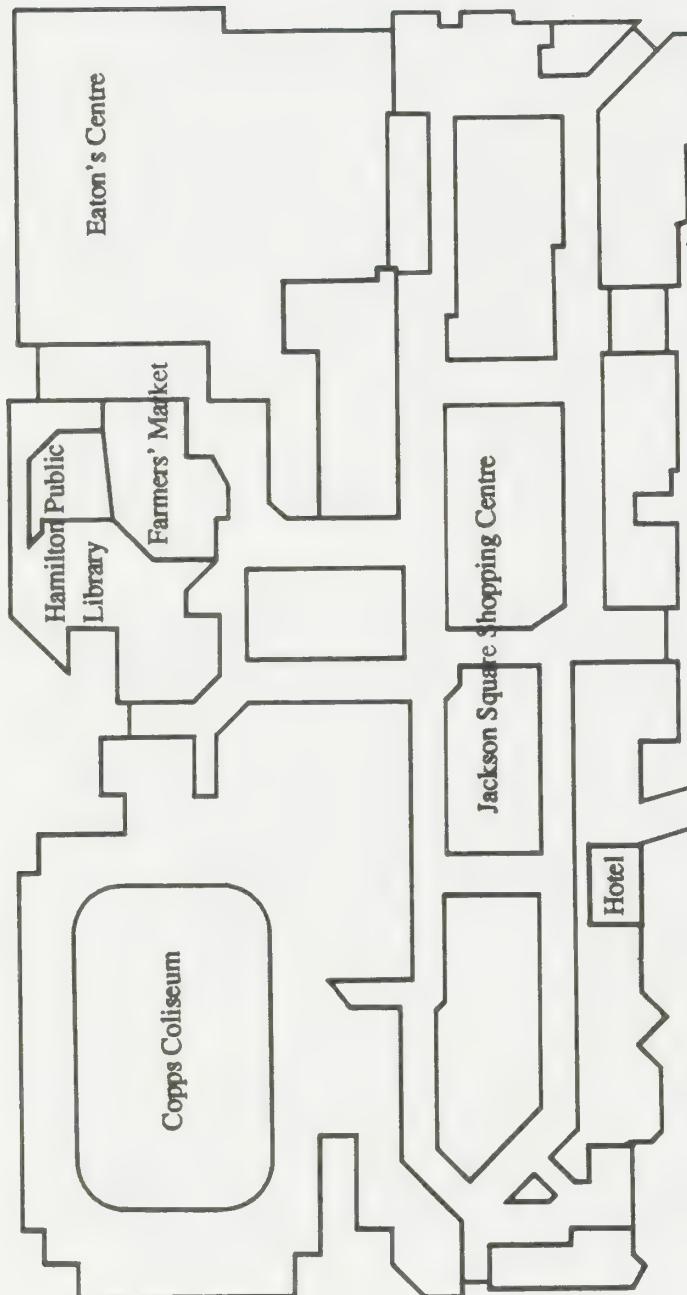
Other museums of interest in the City include the *Military Museum* in Dundurn Park and the *Mohawk Trail Museum* on the west mountain.

### 6.3.2 Art Gallery

With more than 6,000 paintings, graphics and sculptures, the Art Gallery of Hamilton is the fourth largest gallery in Canada. At least 20 major exhibitions are held each year in addition to the permanent works currently on display.

York Boulevard

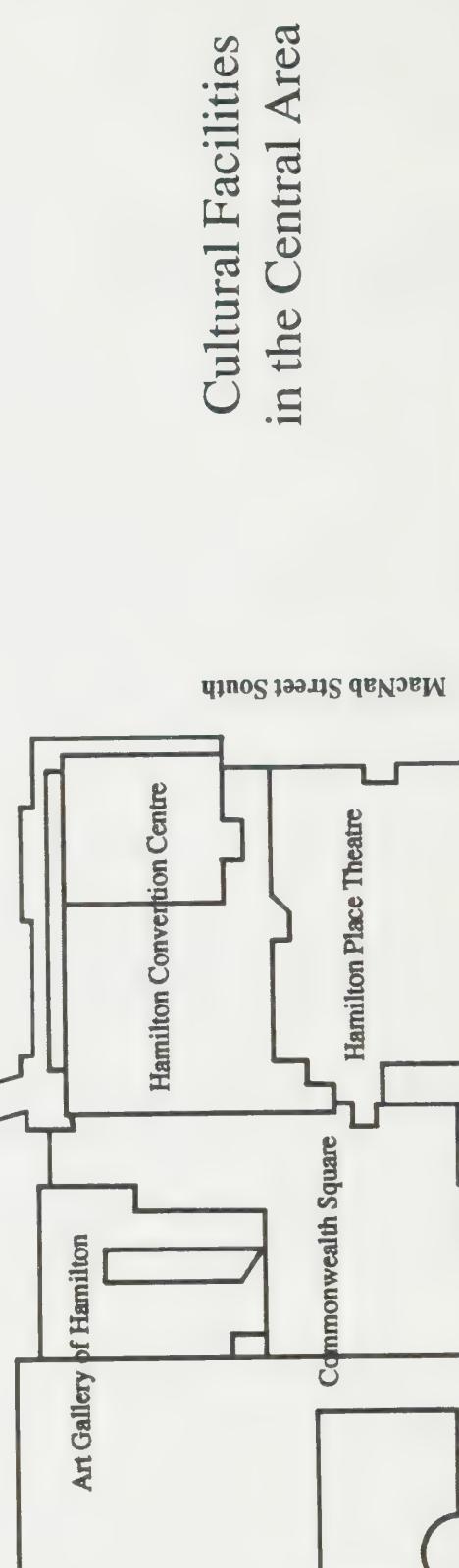
James Street North



King Street West

Skywalk to Jackson Square

King Street West



Main Street West

Map 6.2

### ***6.3.3 Hamilton Place***

Hamilton Place, the City's cultural and entertainment centre, is the magnificent focal point of the City's urban renewal project in the downtown core. Completed in 1973, Hamilton Place was funded solely through municipal, corporate and private contributions.

The center consists of two theatres - the Great Hall (2,181 seats) and the Studio Theatre (400 seats) as well as the Piano Nobile Lounge which features live entertainment before and after performances. The acoustical system and stage design of the Great Hall allows it to be both a concert hall and conventional theatre.

### ***6.3.4 Copps Coliseum***

Copps Coliseum is the most ambitious project in the City's downtown urban renewal scheme. Opened in 1985, this multi-purpose complex was funded primarily by the City with matching contributions of \$5.8 million from both the federal and provincial government. The total cost of the project was \$42.7 million.

The Coliseum was designed to accommodate different events including sports, entertainment, trade/consumer shows and conventions. The facility has 17,112 permanent seats, 1,500 to 2,000 removable seats, 8 private boxes, media box and an exhibition hall which could accommodate 2,000 people.

### ***6.3.5 Convention Center***

The Convention Center, located adjacent to Hamilton Place and the Art Gallery, is a multi-purpose exhibit and convention center. The facility has 13 meeting rooms with a total exhibit space of 3,716 square meters. In addition, there is a fully equipped kitchen and staff which can serve as many as 1,400 people at one sitting.

## 6.4 PARKS AND RECREATIONAL FACILITIES

### 6.4.1 Park Facilities

The Official Plan for the City establishes a minimum of 2.9 hectares of passive and active parkland per 1,000 population, as a target for the provision of parks. At present, the City actually exceeds the target, enjoying 3.8 hectares of passive and active parkland per 1,000 persons.

The City owns and/or manages a variety of parks and recreational facilities, including:

- 153 Parks of various sizes and available facilities;
- 30 Playlots in conjunction with schools;
- 12 District recreation centres (including indoor pools);
- 8 Outdoor pools;
- 8 Arenas;
- 2 Community Centres;
- 5 Stadia;
- 16 Tennis facilities;
- 2 Public golf courses/winter sports parks (Chedoke has two 18 hole golf courses).

### 6.4.2 Confederation Park

Opened in the early 60's and named in 1967 to commemorate Canada's centennial, Confederation Park encompasses 83 hectares of year round playground. Located on the shores of Lake Ontario and accessible from the Queen Elizabeth Way, the park provides a diversity of waterfront activities and attractions such as:

- 3 kilometre breezeway - for walking along the shore;
- Wild Waterworks - a water theme park with a wave action pool, waterslides and children's waterplay area;
- Hamilton - Scourage Interpretation Centre - the centre houses artifacts from Hamilton and Scourage, 2 schooners sunk off St. Catherines during the War of 1812; and,
- In addition, Confederation Park has facilities for camping, boating and sailing in the summer and cross-country skiing and skating in the winter.

#### ***6.4.3 Bruce Trail***

The Bruce Trail, stretching along the scenic Niagara Escarpment, provides Hamiltonians with a place to walk and hike while remaining within the City limits. Designed for exploring the natural features of the Escarpment, the trail extends from Niagara to Tobermory.

#### ***6.4.4 Royal Botanical Gardens***

Combining 1,000 hectares of carefully manicured gardens with woodland, the Royal Botanical Gardens (RBG) features an array of plant life. Displays outside and in the mediterranean greenhouse allow for year round enjoyment by visitors to the RBG. The RBG has approximately 30 kms of nature trails.



# SECTION 7

---

*Engineering and  
Transportation Services*



The function of a large urban centre as Hamilton is dependant on the equitable distribution of essential engineering services and the availability of an efficient transportation network.

### ***7.1 Engineering Services***

#### ***7.1.1 Water Supply and Distribution***

Prior to the completion of the Waterworks plant and system in 1859, the City's water supply was obtained from wells. Several sources of water were considered and finally, it was agreed that the water be obtained from Lake Ontario, lifting the water with pumps in preference to a gravity supply from the escarpment. At a cost of \$913,350, the waterworks plant and system were constructed between 1857-1859 at a site on the east side of Woodward Avenue, south of the Woodward Avenue interchange. It was officially opened on October 26, 1859.

In 1875, the waterworks plant in Hamilton was said to have been the finest in Canada, except for the one in Montreal. The chimney of the Works rises to a height of 45.7 meters, and to this day, remains a landmark which can be seen from shipping lanes on Lake Ontario. In the original works, a filtering basin was excavated near the lakeshore. The water seeped and filtered through the sand to the basin, the filtered water flowed by gravity to a suction well in the pumping station. Two pumps, driven by the steam of engines of 100 horsepower each with a combined capacity of 15 million litres per day (MLD), pumped the water through a 45 centimeter cast iron pipe to a reservoir on the side of the mountain at Ottawa Street (Barton Reservoir). The original building and equipment can be seen today as it appeared in 1859.

Today, the City, as well as neighboring municipalities, are served by the Woodward Avenue Purification Plant. The present capacity of the plant is 911 MLD and can be expanded to a capacity of 1365 MLD to serve a population of 1,000,000. Water is stored in five reservoirs throughout the City, having a total capacity of 688.3 million liters.

#### ***7.1.2 Sewer System***

The Region is responsible for sanitary sewers as well as providing storm sewer management to the City. In the past, a combined system of sanitary and storm sewers was installed. Today, this system is over burdened creating flooding in certain areas of the City. To alleviate this problem, the Region has identified areas where the flooding is most serious and embarked on a multi-million dollar five year program to separate the two systems. Eventually, the Region intends to replace all the

---

combined sewers. In accordance with current practice, separate sanitary and storm sewers are required for all new development.

### **7.1.3 Sewage Disposal and Treatment**

Sewage disposal is a Regional responsibility. The sewage flows to the Woodward Avenue pollution control plant; the plant has a capacity of 410 million liters per day (MLD) which can be increased to accommodate anticipated development in the City.

Sewage treatment includes chemical addition to meet M.O.E. guidelines for total phosphorus, as well as aiding in the removal of nutrients. Solids generated at the plant (approximately 65 tonnes per day) are processed through anaerobic digesters which destroy approximately 50% of the volatile solids in the sludge and produce methane gas. After mechanical dewatering, the digested sludge is incinerated in two multiple hearth incinerators which are aided by the methane gas produced in the digestion process.

### **7.1.4 Solid Waste Disposal**

Solid Waste Disposal is a regional responsibility. The current Solid Waste Management System consists of the following:

*Solid Waste Reduction Unit (SWARU)* is a 24 hour, 5 day per week incineration facility incorporating magnetic separation of metals and energy recovery in the form of hydro power which is sold to Ontario Hydro. The present capacity is 130,000 metric tonnes a year. The projected capacity is dependent on increased waste storage and operating time at SWARU. A retrofit project, to improve the boiler feed rate and the quality of air emissions, was carried out in 1986 at a cost of \$12 million.

Three *Transfer Stations* provide better control over unacceptable waste and eliminate the need for individual haulers to travel to the land fill site.

The *Regional Land Fill Site* located in the Township of Glanbrook, serves the City as well as all other municipalities in the Region. The landfilled area covers approximately 96 hectares and is expected to reach capacity between 2010-2015.

*Blue Box Program* collects at curb side, newsprint, glass and metal for recycling by Third Sector Enterprise.

*Household Hazardous Waste Program*, conducted three times a year, allows Hamiltonians to dispose of paints, oils and various chemicals without impacting the environment by throwing them out in the regular garbage.

### 7.2.2 Hamilton Street Railway (Transit System)

Public transportation within the City is provided by the Region through the Hamilton Street Railway (H.S.R.) Company. The service is provided by two types of buses; diesel/natural gas powered and electric trolleys.

The transit system consists of surface bus routes offering regular, rush hour and summer services. In 1986, the H.S.R introduced "The Bee-Line", an east-west express service which runs between Fiesta Mall in Stoney Creek, Eastgate Square and McMaster University (with limited stops in between) during weekday rush hours.

Over the past five years, there has been a 7% decline in ridership. ( See Table 7.1)

However, the potential revenues lost from the decrease in ridership has been offset by mileage, scheduling and route efficiencies. Accordingly, the revenue passenger per kilometre has remained constant over the years.

## Table 7.1 Annual Transit System Statistics

	1984	1985	1986	1987	1988
Revenue Passengers (,000's)	29,845	29,323	29,264	29,007	27,742
Kilometres Generated (,000's)	14,607	14,551	14,604	14,521	14,739
Revenue Passenger (per km.)	2.0	2.0	2.0	2.0	1.9

### 7.2.3 GO Transit

The Ministry of Transportation operates a commuter network, commonly known as "GO TRANSIT", linking Hamilton to Toronto and points in between. The system is primarily operated by bus service both express to Toronto along the Queen Elizabeth Way and local routes along Lakeshore Boulevard. Train service operates out of the CNR station during peak periods (3 trains eastbound in the A.M. and 3 trains westbound in the P.M.).

GO Transit is investigating the feasibility of expanding train service to the Hamilton area. The preferred location for the GO station is the former C.P/T.H.& B. station in the central area. This station is strategically located to allow for potential intermodal links among GO, rail, intercity/inter continental buses, and the H.S.R.. Any expansion of service would not occur until the mid to late 1990's.

#### 7.2.4 Rail Transportation

Rail transportation in Hamilton plays a significant role in the movement of goods. Most of the rail lines are located in the north end of the City to serve the concentration of manufacturing industries. Two railway companies serve the Hamilton and surrounding areas. Canadian National Railways (C.N.R.) and Canadian Pacific (C.P.) which includes the former Toronto, Hamilton and Buffalo Railway (T.H.& B.).

#### 7.2.5 Bikeways

In September 1984, the City of Hamilton approved the implementation of a bikeway system. The long range plan is to establish cycling routes across the City as well as developing connector points to all neighboring municipalities and touring destinations in Ontario.

To date, a bikeway has been established travelling east/west across the lower City connecting Confederation Park with the Royal Botanical Gardens. Future bikeways will include:

- east/west mountain routes;
- Westdale and mountain brow recreational links; and,
- connectors north and south to Hamilton workplaces.

#### 7.2.6 Airport Service

The City of Hamilton and area is served by the Hamilton Airport, located in the Township of Glanbrook, approximately 10 kilometers south of the City. The Airport is owned by the federal government and managed by the Region of Hamilton-Wentworth.

The Airport is serviced by a variety of regional, national and international carriers, offering both charter and scheduled flights. Destinations include the U.K., the U.S., Europe and other Canadian cities.

With the addition of new airlines and destinations, air passenger traffic has increased dramatically over the last three years. (see Table 7.2)

Table 7.2

AIR PASSENGER TRAFFIC

Year	Passenger Embarkation
1986	11,957
1987	12,949
1988	47,905

Air cargo is an important facet of the Hamilton Airport operation. Both Purolator and the United Parcel Service have regularly scheduled lifts out of Hamilton.

The airport is equipped with three runways varying in length from 2,438 meters to 1,581 meters.

The Airport's modern navigational systems and three runways can accommodate a wide range of aircraft and all types of cargo. Other services at the Airport include: ground and passenger handling services, hangarages, maintenance, bonded warehouses, road transportation services, duty free shop and a restaurant.

#### **7.2.7 Port and Marine Facilities**

The Port of Hamilton is administered by the Hamilton Harbour Commissioners under Federal Legislation. The three Commissioners, one of which is appointed by the City, are responsible for:

- the operation of the Harbour;
- the leasing of the Harbour facilities;
- the enforcement of a security system; and,
- the construction of new Harbour facilities.

The original shoreline of the Hamilton Harbour during the 1890's was irregular in shape, extending inland as far south as Burlington and Barton Streets. The extent of reclaimed land and filled harbour area over the years has been extensive. Increasing the manufacturing activity along the Harbour has influenced the changes to the harbour headline in the past 120 years. As industries grew in size, so did the demand for more land. When the supply of land along the waterfront was depleted, the size of the harbour was reduced due to reclaiming and filling portions of the harbour. (See Map 7.2).

The Harbour Commissioners own three Piers (Piers 5, 6 and 7) catering to recreational facilities; and nine major shipping piers (Piers 8, 10, 11, 12, 14, 15, 23, 24, and 25). There are eight private piers operated by companies such as Stelco and Dofasco. Both the HHC Piers and all the Piers combined have experienced an increase in the Tonnes of Cargo shipped/received Chart 7.1)

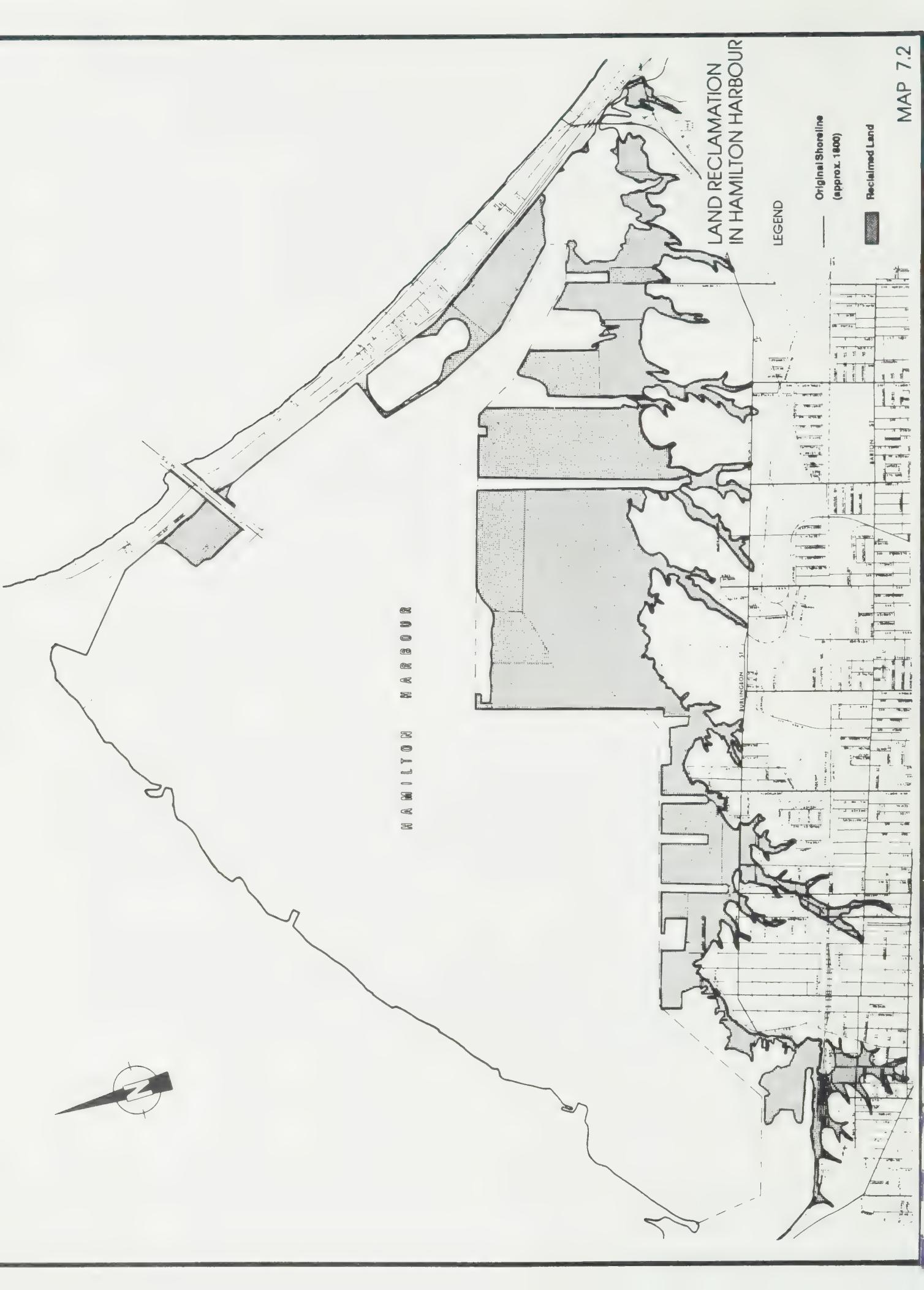
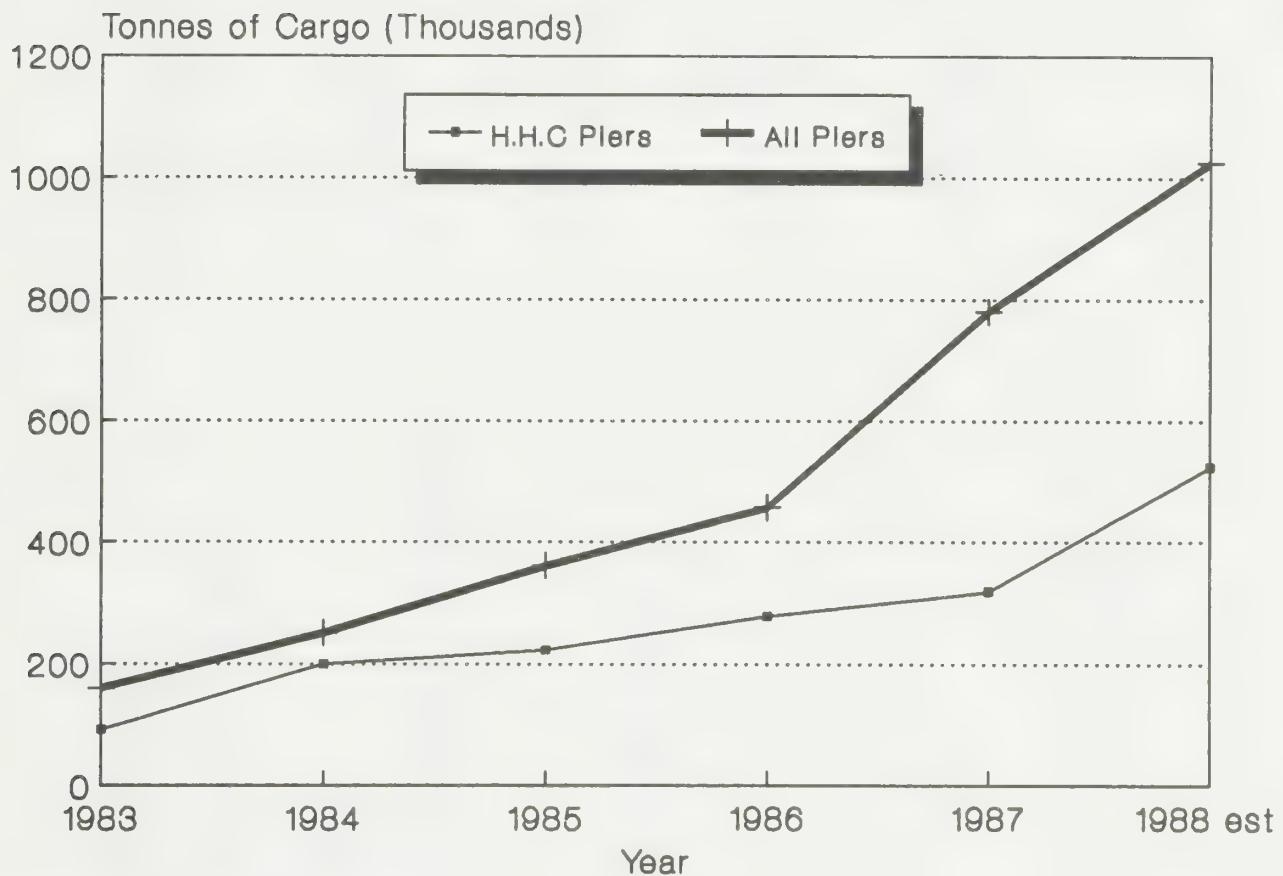


Chart 7.1

### General Cargo - 1983 to 1988



Source: Hamilton Harbour Commissioners

Chart 7.2

### 5 Year Total Tonnage 1983-1987

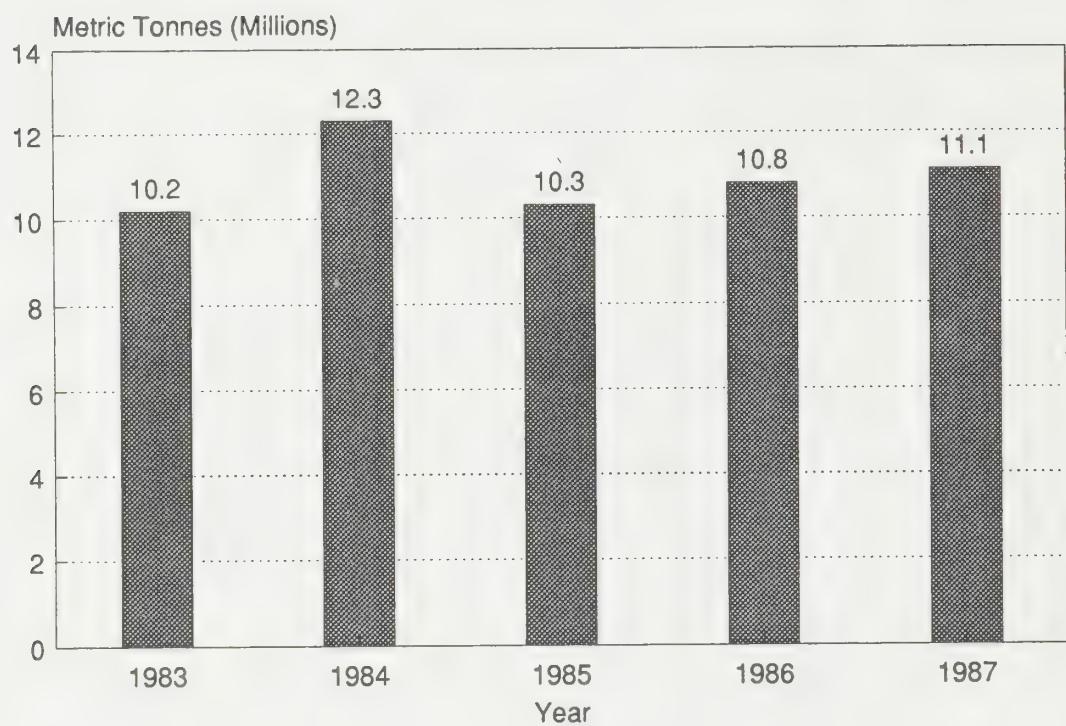
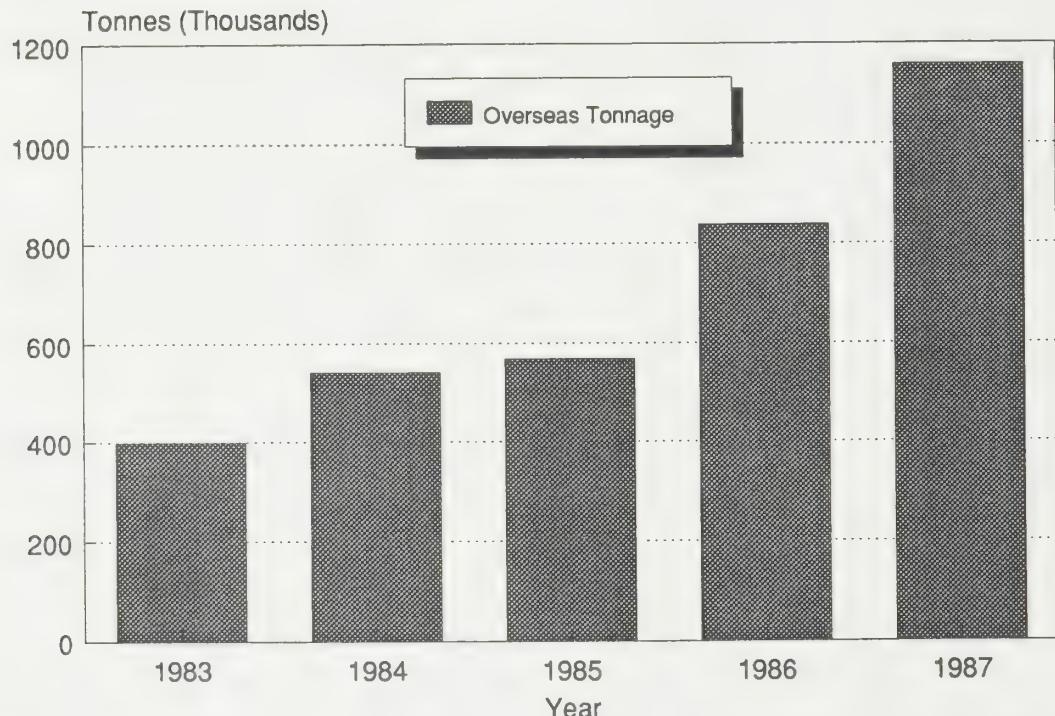


Chart 7.3

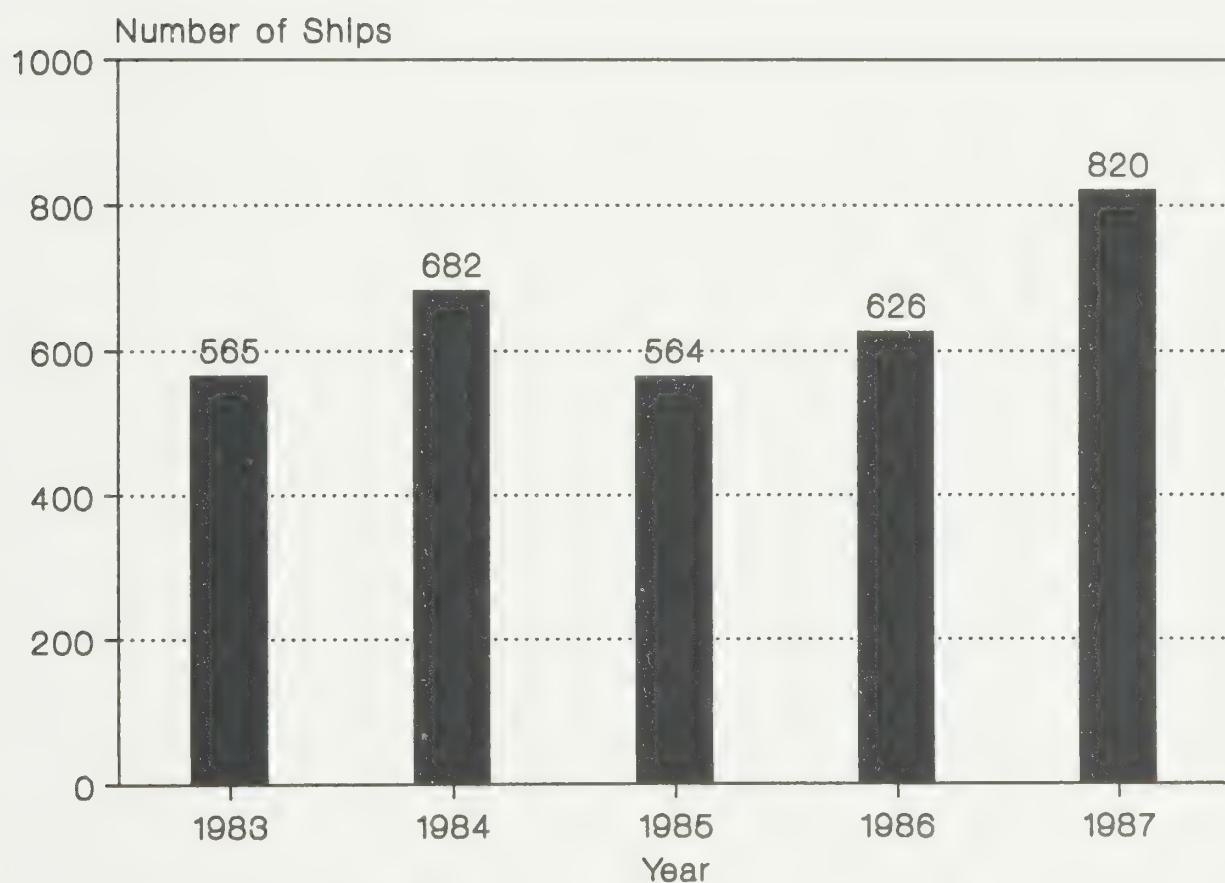
### Overseas Tonnage 1983-1987



Hamilton is a major industrial port as well as a major shipping center on the St. Lawrence Seaway system. The Port ranks fifth and ninth in Canada, respectively, in terms of total tonnage of domestic and international cargo. Between 1983 and 1987, the total tonnage using the Harbour has generally increased (see Chart 7.2). The overseas tonnage has grown the most dramatically from a low in 1983 of 399,000 to 1,158,000 metric tonnes in 1987. Similarly, the number of vessels has shown an increase (see Chart 7.4), for the most part over the same five year period.

Chart 7.4

### Vessel Arrivals - 1983 to 1988



Source: Hamilton Harbour Commissioners



## Appendix "A"



**LIST OF OTHER PUBLICATIONS/REFERENCES**

1. Brochures prepared by the Planning and Development Department:  
Zoning;  
Site Plan;  
Official Plan; and,  
Subdivisions.
2. City of Hamilton Municipal Handbook, City Clerks Office
3. City of Hamilton Official Plan
4. Executive Summary Hamilton-Wentworth, Economic Development, Department, November 1987
5. Greater Hamilton Greater Profits, Economic Development Department, 1988
6. Hamilton-Wentworth Population Projections 1988-2006, Planning and Development Department, March 1989
7. Greater Hamilton Population Trends, Demographics Report 87-1, Planning Development Department
8. Greater Hamilton Labour Force, Economic Report 87-2, Planning and Development Department
9. Greater Hamilton Construction Trends, Development Report 87-3, Planning and Development Department
10. Greater Hamilton Industrial Development, Economic Report 87-4, Planning and Development Department
11. Greater Hamilton Large Office Inventory, Development Report 88-1, Planning and Development Department
12. Greater Hamilton The Regional Centre, Development Report 88-2, Planning and Development Department
13. Regional Municipality of Hamilton-Wentworth Directory, Regional Clerks Office
14. Region of Hamilton-Wentworth Selected 1986 Census Tables, Planning and Development Department, April 1989
15. Regional Government in Hamilton-Wentworth, Planning and Development Department, 1983



HAMILTON PUBLIC LIBRARY



3 2022 21293078 4

